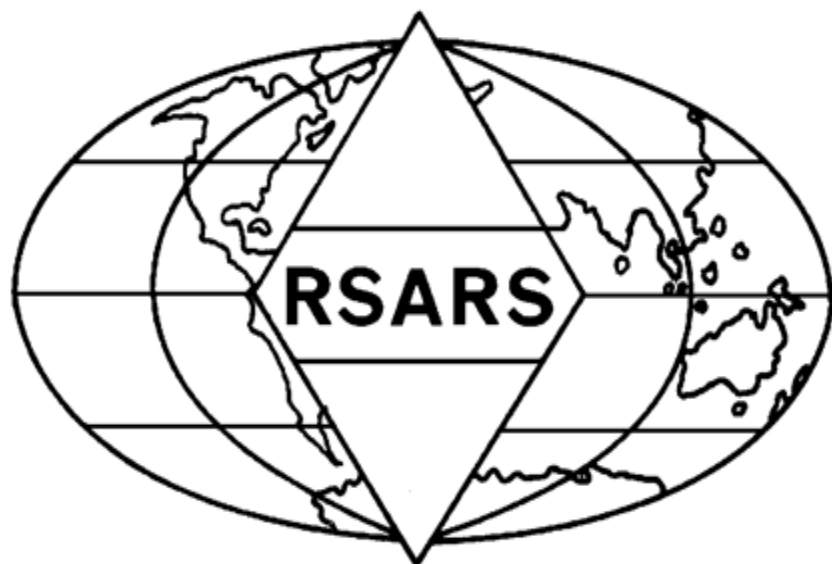


MERCURY



NUMBER 69

JULY 1981

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MILESTONES.

By the time members read this another milestone will have been reached and passed. Another year for R.S.A.R.S., another A.G.M. Not being able to foretell the future (otherwise I would be backing horses rather than editing "Mercury"!!) I cannot say what will happen at this coming Annual General Meeting but it is a safe bet (back to the horses again!!) that your Council members will report a successful, if difficult year. Costs will have risen, inflation will have caught up with our Society as it has done with just about everything else, but thanks to the efforts of your Council and the tolerance of our members it is pretty certain that the effects of inflation, etc., will not have the full expected results. Whether this can be continued until the '82 milestone remains to be seen, but members can rest assured that all concerned will endeavour to continue to give members value for money. One must add, of course, our appreciation for the help that is given us by the Service Committee, this is YOUR Society, and YOUR help on the way to the next milestone will be appreciated by all concerned. I hope to see as many of you as possible at the end of June and hear from you during the coming year.



JACK COOPER
G3DPS

MAKE YOURSELF A LOW COST TWO BAND QUAD. G4EEC/RSARS 1176.

(Some time ago Ken, G4EEC, promised to send along details of his Quad. This he duly did, but unfortunately we have not been able to include it until now. However, perhaps the lighter evenings and longer days may prompt members to be able to say "..... into a G4EEC Quad" when working on the RSARS Nets on 10 and 15 Metres. Ken writes "The article is a bit long and detailed and leaves little to the "inventiveness" of the user. I hope it does not give readers the idea that a lot of work is involved and thus put them off the project. In favour of the venture one could list (a) By the standards of today it is dirt cheap, (b) It conveys the gain of a linear at a fraction of the cost, (c) It is light and easy to handle, and (d) It goes some way to defeating the QRM. It was a bit of fun for me and, at the age of 76, a good mental exercise....." - Ed.)

This article describes a two - (or should it be four -) element two band Quad that can be constructed for around £10 - £12, which will stand up to high winds and, if reasonably maintained by occasional re-varnishing, will give many years service. The merits of a Quad are fully described in any good antenna text book and need not be dealt with here. This design is based on the fact that the spiders have only to support a few ounces of wire while the resistance to wind should be kept to a minimum for survival in a gale. The elasticity of the spiders ensures this. The total weight is about 18 to 22 lbs. and two years experience at this QTH shows that it will work the World, using an FT-200 fed directly into a 50-ohms co-ax line, the height of the antenna being only 6 Metres. "If you can hear 'em, you can work 'em" has proved absolutely true. All wood construction makes the job easy and 8 to 10 hours work over a couple of week-ends should see it through. The following notes, combined with the drawings, should help things along.

Straight garden canes should be selected carefully from a friendly supplier. Enlist help by describing what you want them for and you should be able to choose your own. The ideal is 1/2" to 5/8" diameter at the butt and approx. 3/8" at the top. Rub them down lightly with wet and dry to remove some of the shine from the surface and give them at least two coats of yacht varnish or polyurethane outdoor quality varnish. If you do not jib at a black finish bitumen paint is a really excellent protection. Plug the ends of the canes with a good plastic filler to keep the rain out and do not use canes already showing signs of splitting. Do NOT use heavy "carpet" canes which are quite unsuitable for this design. All wood used for the boom and the stubs should be straight and straight-grained and free from knots in the case of the stubs. Most timber yards have racks of pre-cut wood where you can select your own but take time and trouble to select good timber and canes. NOTE THAT THE TIMBER SIZES in the drawings are "NOMINAL" and prepared timber will be slightly smaller in the finished size, i.e. 1" square will be about 7/8" x 7/8" or slightly less. If laminated or block board is used for the centre squares it must be "Marine" type and all wood-work must be well varnished with at least two coats. The cross battens shown in the drawings will remove any slight warp but it is best to start with flat boards if possible, if in real difficulty the square may be made of two pieces of board with the butt joint glued with Araldite and the cross battens glued and screwed each with four screws to give added strength. Even if the square is in one piece, the battens, across the grain, are essential, screwed and glued with Araldite to prevent warp and give added strength. Varnish AFTER assembly.

The design has been based on 6 ft. canes, alternately 7 ft. canes as it is difficult to obtain good straight canes longer than 7 ft. to conform with the required tip and butt sizes. If long canes can be obtained the stubs may not be necessary but the constructor will need to do a bit of geometry if the stubs are not used. The following notes will assist in making assembly easy.

Assembling stubs to boards.

(ALL screws are 1-1/2. Long X No. 8 Countersunk zinc plated). Pencil in two diagonals, corner to corner, on the flat side of the board. Mark off four positions for screw-holes on these diagonals 1-9/16" from the crossing point of the diagonals. Indent the wood and drill four pilot holes 3/32" (2.5 mm). Drill two fixing holes 3/16" (5 mm) diameter in each batten (stub) as shown in the drawing and screw down each batten with the inner fixing screw. Space out the battens carefully so that the points 'x' on the drawing are equidistant and the corners of the square are central to the batten.

MAKE YOURSELF A LOW COST TWO BAND QUAD - Contd.

Carefully, without moving the battens, run a 3/16" (5 mm) drill down the outer holes just enough to indent the wood of the square. Remove each batten in turn, not all together, and using the indent, drill another 3/32" (2.5 mm) pilot hole. Apply Araldite glue to both batten and board and screw the batten back into place with two screws. When each has been fixed in turn, take a final check of the spacing of points 'x' as it may be possible to make slight adjustments of equal spacing before the glue sets. Varnish when the glue has set.

Note carefully - The drawing of the detail of the Centre Board and Stubs shows the stub sizes for the 15 Metre Quad on the left hand side, and for the 10 Metre Quad on the right hand side. If 7 ft. canes have been acquired NO stub is necessary for the 10 Metre Quad and the butt of the 7 ft. canes for the 10 Metre Quad have to be drilled for screwing to the board, i.e. two holes spaced three inches apart one inch from the end of the cane, just like the drilling for screwing the stubs to the board.

Drilling the canes.

The canes should be drilled at the butt with two 1/8" (3 mm) diameter holes as shown in the drawing and with a transverse hole at the tip, as shown, to accept a 1" length of galvanised iron wire, approximately 14 s.w.g., push fit, for tying off the corner insulators holding the loop. A galvanised iron nail is often a good substitute. The cane can be stopped from rolling when drilling by placing it on soft ground and holding it down with a weight. Don't clamp it in a vice or it may split!. Mark the drilling points with a bradawl and drill accurately across the diameter of the canes.

Fixing the canes to the stubs.

(All screws 1-1/2" long, No. 8, Round Head, Zinc Plated). Drill hole 'A' 3/32" (2.5 mm) at the back of each stub (i.e. the board side) as shown in the stub drilling detail. Open out hole 'A' shown in the cane drilling detail to 3/16" (5 mm) diameter. Screw down each cane on the board side of each stub, using an angle clamp as shown in the cane clamp detail. These clamps are preferred to saddle clamps as they automatically compensate for variations in cane butt size. They can be made from 3/4" extruded angle but there are problems with drilling the hole at the apex of the angle.

When all canes are in place, fixed by single screws, a careful check must be made to ensure that the tips of the canes are equidistant from each other and that they are reasonably straight extensions of the stubs. Place a brick near the tip of each to prevent movement and then, using hole 'B' in each cane as a pilot hole, indent each stub using a 1/8" (3 mm) drill. Without disturbance, remove each cane in turn and drill a 3/32" (2.5 mm) diameter hole at the indent point. Open out the hole 'B' in the cane to 3/16" (5 mm) diameter and refix the cane to the stub using two screws and two angle plates. This method should ensure that the original spacing is preserved.

The Boom.

It should be noted that the drawings show the squares hung below the boom. This is desirable to lower the centre of gravity for it aids stability in high winds. Two types of boom are shown; inverted T section and U section. If the boom is attached to some form of rotating device as shown in the drawings or bolted to, say, a pipe flange for use with a tubular mast, then T section is probably preferred though U section could be used. If rotated on a 3/8" or 1/2" diameter brass spike, which is perfectly satisfactory, then the U section must be used, to allow the spike clearance. A greater measure of control in high winds to prevent a see-saw action can be obtained as shown by the Boom Modification detail. This puts more strain on the spike in high winds and lanyards should be fixed to the squares to enable the boom to be tied down. This is desirable anyway and is not difficult at moderate height. If you can't run to a rotator the lanyards enable you to tow round the boom into the required direction and this method is used by an amateur friend who has an enviable DX Log!

Whichever design is used the pieces should be assembled as shown in the drawings, screwed and glued with Araldite and varnished after assembly. No need to plaster on the glue as a very thin coating on each member gives best results. The whole should be well varnished after the glue has

MAKE YOURSELF A LOW COST TWO BAND QUAD - Contd.

set and will give a rigid non-sag boom.

Fixing the assembled "spiders" to the boom.

Before doing this it is best to decide how the boom is to be rotated on the mast and then do any necessary work at the centre point of the boom.

It is much more convenient to remove the canes from the stubs before fixing the squares to the boom but each cane and stub must be carefully marked in some way to ensure that they are correctly assembled. Two flat angle brackets and one shelf type fixing bracket are required for each square and these should be rust-proof finish. The drawings show the method but fixing holes must be determined to suit the brackets used. Pre-drill the screw holes to avoid splitting the wood, space the squares carefully and give the correct distance apart and make certain that the points 'X' at the tips of the stubs are equidistant at the tips of the canes. This is probably the trickiest part of the whole job and it is suggested that the best way is to support the boom on trestles or similar, stiffener side down. Work on one pair of squares at a time fixing the shelf type bracket to the square with all its screws. Space the squares carefully as described clamping them to the boom and making sure that the bracket really does hold them at right angles to the boom. Mark and pre-drill for the screws and fix, then turn over and fix the two flat (corner type) brackets to make all secure. Repeat for the other pair, leave the brackets in place and mark the squares and the boom to ensure correct replacement after the loops have been added.

Mounting the Loops.

Replace the canes in their correct places on the stubs. The wire loops are best fitted by placing the assembled "spider" on a flat surface such as a lawn. Corner insulators should be used and small size egg type are ideal. Perspex strip can be used but strip tends to 'hug' the cane and defeat the object when the canes are wet. With egg insulators or similar one hole is tied back to the wire cross-piece in the tip of the cane and the loop of the Quad goes through the other. The insulator will be "in tension", the reverse to the usual way, but there is no strain so do not worry. A similar method can be used for drilled Perspex strip if one takes the total length of the Quad loop and divides by 4 one has the length of one side. Starting at the centre of the total laid out length, mark off half the length of a side each side of centre and apply a piece of sticky tape. Satisfactory side lengths are shown in the table. From the points marked by tape mark off a full side length, each side, and mark again with tape. The full loop can then be taken to the spider and marked points bent at right angles, at which points the corner insulators should come. Do not make too tight a loop when tying off the insulators to the wire anchor points at the tip of the canes; if one does this the canes will "dish". Slight sag in the horizontal wires does not matter, and at the feed points the weight can be taken by a light nylon line tied back to the centre square.

It is really best to proceed as above but to cut the total slightly long to enable one to finish off at the feed point with exactly the correct length, to suit the termination insulator used. The reflector can be soldered at the centre or joined in a terminal block.

It seems best to let the constructor decide how best to feed the Quad but the co-ax can be taped to the boom near the centre and looped down to the feed point. The sizes shown work very well at a height of 6 Metres and are taken from the Radio Communication Handbook but tune the loops with a GDO if you so fancy. This article is only about making an efficient antenna at low cost. If you think it might be a project for the future, be advised, get the wood and the canes with as little delay as possible. Garden canes seem to get more and more difficult to obtain, but do be choosy about the quality. If you can run to a commercial rotator good luck to you, but if not, the method outlined in the drawing works very well indeed. The stout nylon line is taken over one guide wheel, then TWICE round the grooved machine pulley (obtainable from good tool merchants or machine tool suppliers) and back over the other guide wheel. Add a counterweight to one side and a tie off point on the other and you are in business. Do add lanyards as suggested above to tie down the boom in a severe gale, the spiders won't break but the boom will lash about.

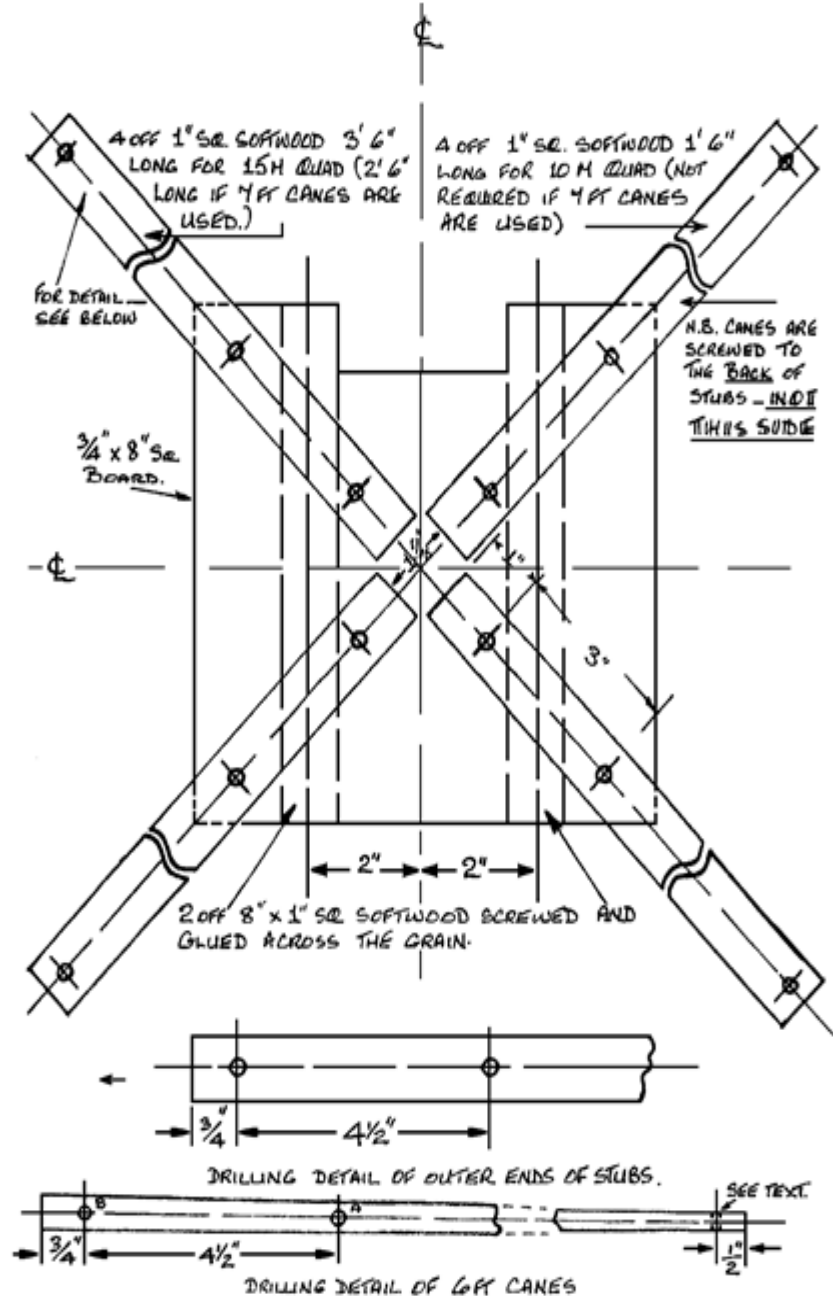
TABLE OF SIZES

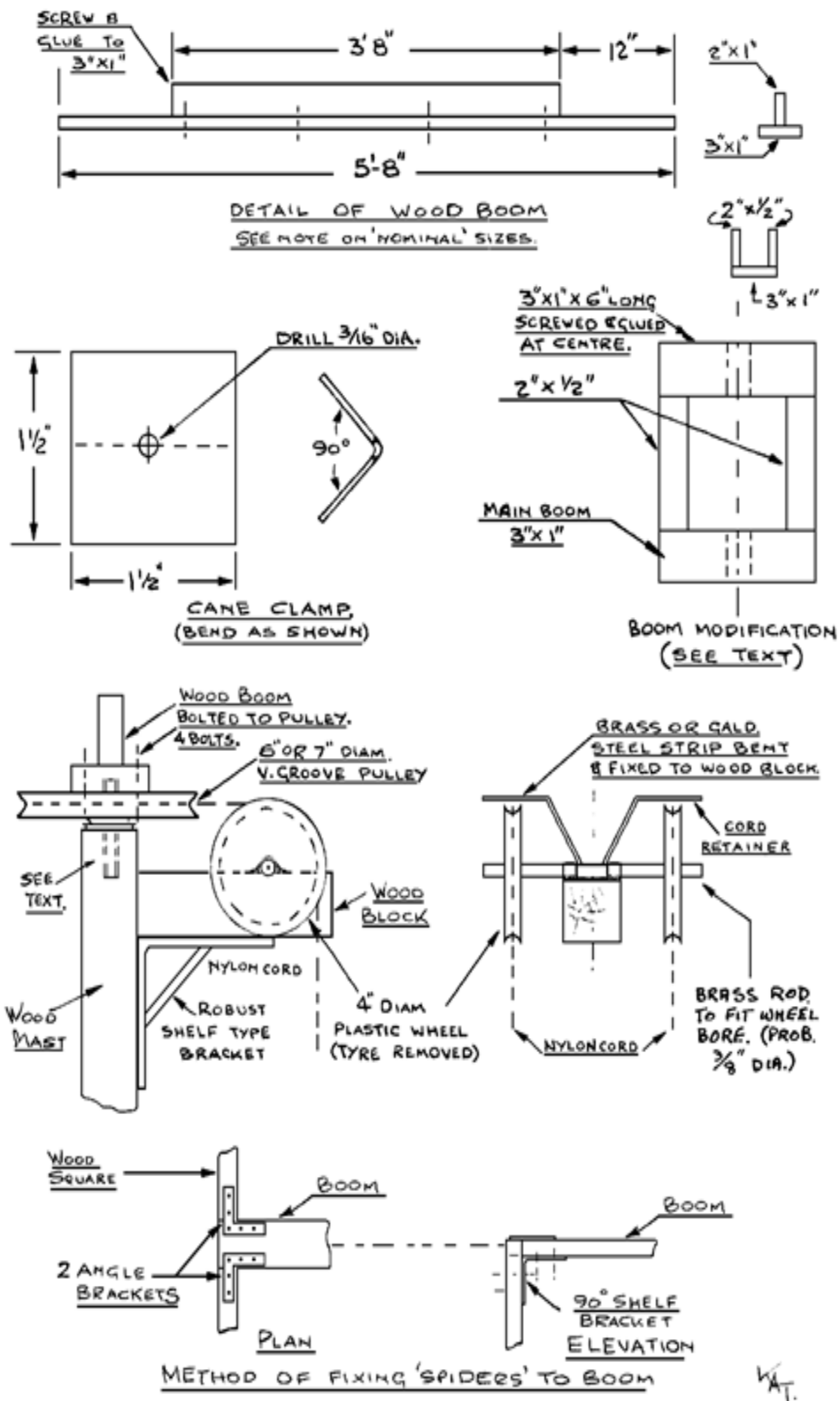
(Showing Length of one side)

Driven Element	8' 8" for 10 Metres	11' 8" for 15 Metres
Reflector	9' 1" for 10 Metres	12' 4" for 15 Metres
Loops spaced	4' 2" for 10 Metres	5' 7" for 15 Metres

Final comment - If you can handle Loops 17' to 18' square for 14 Mhz. the same method of construction can be used with success. The VK2ABQ beam spider can be made the same way but needs a short stub mast at the centre fixed by angle brackets for tying back the cane tips to prevent "droop".

(Drawings are shown on the following pages - Ed.)





OVER THE HUMP AND INTO HISTORY - the last flight of #42-107270.

(The following article was first printed in the January 1981 edition of 73 Magazine and was written by Cal Ritchey, 116 Lexington Drive, Mars, Pennsylvania, 16046. As readers will observe, mention is made herein of AC4YN. As most members will know this call-sign was held by Lieut. Col. (Rtd) Sir Evan Y. Nepean Bt., G5YN/RSARS 0040. An observant W2UN (RSARS 0676), Colonel E.B. Snow, 613 NE 47th Court, Pompano Beach, Florida, 33064, noticed this reference and contacted Jeffrey D. DeTray, WB8BTH, Assistant Publisher of 73 Magazine. Jeff. DeTray wrote to your Editor asking about AC4YN and G5YN. Evan was contacted and willingly agreed to pass along the required information. The result was an article by G5YN for 73 Magazine and permission to reprint the original article in "Mercury". We are happy to acknowledge this permission and hereby thank Mr. DeTray and 73 Magazine. It is felt that students of WW II history will find this report of a little known episode of the Far East War of interest and the older non-historical member will certainly remember some of the equipment (albeit as Government Surplus) mentioned. - Ed.).

November 30, 1943: In a C-87 airplane (number 42-107270) somewhere over the Himalaya Mountains of Asia, radio operator Kenneth Spencer, a 19-year-old corporal from Rockville Center, Long Island, anxiously twisted the dials of his HF command sets, trying to raise one of the ground stations he knew should be down below.

In the cockpit, Lt. Robert Crozier of Waco, Texas, the pilot, and Flight Officer Harold McCallum of Quincy, Massachusetts. the co-pilot, sat straining their eyes in an attempt to see anything other than the black storm clouds at 24,000 feet.

Aft of the radio shack, Sergeant William Perram of Tulsa, Oklahoma, kept a sharp eye on his dwindling fuel supplies, while the fifth man in the plane, PFC John Huffman of Straughn, Indiana, wondered what was happening.

Though listed on the manifest as assistant engineer, Huffman didn't belong in the plane. Three days earlier, he'd made his first flight east over the Hump from Jorhat Airbase in the Assam Valley of Northeast India, to Kunming, an American base 550 miles away in China. At Kunming, he'd been grounded because of a head cold and was deadheading home. He was on the manifest in order to draw special flight pay. Huffman has no access to the inter-crew phone system and relied on shouted explanations of what was happening.

What was happening was that they couldn't find their way back to Jorhat.

Earlier in the day, the C-87 (which was a modification of the B-24 bomber known as the Liberator, built by Consolidated Aircraft Corporation of San Diego and identical to the B-24 except for the removal of machine guns, turrets, bomb-handling equipment. and related controls, and the addition of a floor in the cargo compartment and a row of windows on either side of the fuselage), had made a quiet flight from Jorhat to Kunming carrying a load of 55-gallon drums of fuel destined to be used by bombers and fighters striking at the Japanese further east and south in China and Burma. They had dropped the fuel at Kunming and been given a partial load of garden produce to go to Yunannyi, about 45 minutes west of Kunming and almost directly on the western flight plan. They had left Yunannyi at about 6 p.m. anticipating a routine flight back to Jorhat.

But no flight over the Hump was ever truly routine. By the end of the war, more than 400 planes and 850 men were lost flying the 50-mile wide corridor, which became known as Aluminium Alley because of the wrecked planes littering the mountain slopes. In clear weather, pilots navigated from one collection of wreckage to the next. In November and December 1943, there were 38 and 28 major accidents, respectively, over the Hump. Between June and December 1943, 168 men were killed making the trip. Some were shot down by marauding Japanese Zeroes up out of Burma, while others were killed when their planes flew into a mountain during the unpredictable storms which sometimes had winds measured at 200 mph. Despite weather as severe as any in the world, the planes flew 24 hours a day, stopping only to change crews, load and refuel, and receive required maintenance.

OVER THE HUMP AND INTO HISTORY - the last flight of #42-107270 - Contd.

In September 1943, Colonel Thomas Hardin was given command of Hump operations. One of his first orders was that "Effective immediately, there will be no weather over the Hump". In the face of extreme icing conditions, high winds, zero visibility, and attacks by Japanese planes, the crews and their aircraft kept flying.

Although the C-87 had a range of about 3000 miles and a ceiling of about 30,000 feet with its four Pratt and Whitney 1200 horse-power engines, it was often hampered by maintenance problems. Parts came from the US via the longest supply route in military history, Temperature ranges from 100 plus degrees at sea level in the Assam Valley to below zero at altitude, coupled with high humidity on the ground, caused rapid rusting and breakdown. The communications equipment was as susceptible to trouble as any other part of the aircraft, and the HF gear was often affected by severe electrical storms over the Hump, caused where warm air from the Bay of Bengal met cold air sweeping down across the steppes of north central Asia.

The plane was equipped with up-to-date specialised navigational gear, but some of it was useless because no Hump base had the counterpart equipment.

The C-87 had the same radio gear as its parent B-24, except that the C-87 had fewer interphone crew stations due to elimination of the bombardier and gunner stations on the plane. If the interphone was operating correctly, all crew stations could hear the radio compass signal, the liaison and command radios, and other crewmen.

The command radio equipment in 1943 was high-frequency type (in 1944 upgraded to UHF) and, according to the B-24 manual, was used for plane-to-plane communications, though in practice it was used for all normal traffic, air-to-air or air-to-ground, because all crew members could either receive or transmit via the command set. The command gear included two transmitters mounted on racks on the deck over the wing, along with three receivers. A modulator unit, an antenna switching relay, a transmitter control box, a receiver control unit, a dynamotor, a terminal strip, and two receiver dynamotors completed the rig. The command radio, like most other equipment on the plane, operated on 24 V dc.

The two transmitters had frequency ranges between 5300-7000 kilocycles (kc) and 7000-9100 kc. The three receivers covered frequencies of 190-550 kc, 3000-6000 kc and 6000-9100 kc.

The liaison equipment was of medium power. Its transmitter had seven removable tuning units supplied with it. The tuners could be inserted by the operator to change frequencies in flight. The tuners handled 200-500 kc, 1000-300 kc, 3000-4500 kc, 4500-6200 kc, 6200-7700 kc, 7700-10,000 kc and 10,000-12,500 kc. (Could these be the famous "TU" Units, such as the TU5B, well-known just after the war? - Ed., "Mercury"). An antenna -tuning unit, a frequency meter, a receiver in frequency range from 1500-18,000 kc, a dynamotor, a transmitting key, an antenna-transfer switch and a 200-foot trailing antenna made up the liaison unit. (According to the B-24 manual, the liaison radio could be controlled by the radio operator, pilot or co-pilot. Harold McCallum, co-pilot of #42-107270 says the C-87 liaison gear could be controlled only by the radio operator and was not normally used because of this limitation.)

The radio compass was a 15-tube superheterodyne receiver using 24-28 V dc for operation of the relays. The radio circuit ran on 110 volts ac at 400 cycles; the 110 volts juice was supplied by inverters under the flight deck, which also supplied power for autosyn instruments and the interior lighting. The loop was electrically driven and could be controlled from either of two remote boxes.

Marker beacon equipment operated on ultra-high-frequency signals at 75 megacycles (mc) and could receive signals from Instrument Landing Systems (ILS), fan stations, cone of silence stations and any other station equipped with horizontally polarized 75-mc wave systems. According to McCallum, there were no ILS systems in the China-Burma-India (CBI) Theatre, although Chabua had a cone of silence system. Planes entering the range received either 'A' or 'N' in Morse Code, depending on their relation to the range. On the correct approach, no signal was received.

OVER THE HUMP AND INTO HISTORY - the last flight of #42-107270 - Contd.

There were six antennas on the B-24/C-87. The command antenna was a single wire from the top of the fuselage above the wing to the top of the left vertical stabilizer (the B-24/C-87 had a twin-tail unit), while the liaison fixed-antenna wire ran to the right vertical stabilizer. The radio compass had two antennas: a vertical whip and a loop, both mounted topside over the wing. The marker beacon antenna was under the plane between the landing gear and the liaison trailing antenna was a single wire wound on an electrically operated reel located in the forward compartment under the flight deck and controlled by the radio operator.

According to official briefing information given to crews flying out of the Assam Valley in 1943 and 1944, there were at least four ground stations in operation. Tezpur, Jorhat, and Chabua offered ground-to-air transmission facilities on 4220 and 5588 kc (A-3 emission) or 4595 and 8200 kc (A-1 emission). A-1 was continuous wave, A-2 was tone, A-3 was voice. Receiving was done on 4495 and 5588 kc (A-3) or on 4595 and 8200 kc (A-1). Ridge Station transmitted and received on 5588 kc (A-3).

Chabua and Jorhat had homing beacons of 1000-Watt power-emitting tone signals. The Jorhat tower used 1200 kc, Chabua 1070 kc. Tezpur homed the planes on 295 kc with a 1200-Watt source, while Ridge Station brought the birds in on 390 kc from 50-Watts. All bases with direction-finding equipment operated receiving-only on 2000-8000 kc with all three types of emission.

Since the homing facilities and the DF equipment were operated on request only, at least part of the reason for the plight of the Crozier-McCallum C-87 could have been a result of the inability of the crew to call for operation of the equipment.

Even though the plane was equipped with then modern gear, Spencer, the radio operator, was unable to get accurate bearings. The radio equipment may not be entirely to blame, however. It is known that in 1942 one or more Japanese stations located in Burma succeeded in giving false bearings to several planes flying over the Hump. Some planes and crews were lost before the deception was discovered and steps taken to counteract the problem. Weeks later, McCallum and other members of the C-87 were told that the bearings they received that night might also have been of Japanese origin, though it has never been proven.

In 1944, McCallum wrote an account of the flight that night. [After leaving Yunannyi] we flew for some time on the same heading, over an overcast and just flying ETAs (estimated time of arrival). We then changed our heading and were still climbing, finally topping it at 24,000 feet.

When we had estimated that we were within range of our station (Jorhat), we started concentrating on our radio compasses, which began to reciprocate and were not coming in. Next came our try at the radio range which was throwing A's and N's at us.

We went on flying over the overcast and trying to see (ground) lights when we hit a break in the clouds.



Fig. 1. Map of the area.

OVER THE HUMP AND INTO HISTORY - the last flight of #42-107270 - Contd.

Just to be on the safe side, we decided to have a QDM (bearing) shot.... Spencer told them to shoot a bearing and gave them a long call. They came back and told us to fly 278 degrees. This was done via Chabua and Jorhat. We decided this couldn't be right, and Spencer relayed the (Crozier's) question if it was "reciprocal" or "to fly". The answer came back "to fly". We flew this for a while trying to get contact and see if there were any lights below. Fifteen minutes went by and another bearing was shot.

".....they gave us the same heading. "to fly". We told them they must be wrong... the total flying time on this heading was 40 minutes. Another bearing was shot and this time it was "to fly" 268. And then another which was the same!

What nobody realized was that the plane had been blown off course by winds later estimated to be from the south at about 100 mph. By the time they were given the 268 heading, they were probably many miles north of their supposed course.

Suddenly Crozier turned to McCallum, "Mac, does that look like a mountain out there?". "It sure is, and I've got one over here!". Crozier twisted the plane into a sharp bank and one of the mountain peaks flashed by barely feet away.

Thirty-seven years later, McCallum still remembered: "If we'd had our landing gear down, we'd have left tracks in the snow"!

Because of the storm, they were still flying at 24,000 feet - far higher than normal on the route over the Hump in good weather - and those mountains had loomed higher than the plane. For the first time they realized they were really lost and McCallum quietly tightened his parachute harness as much as possible without leaving the cockpit.

Spencer called the ground station again, the distant operator asked to have the plane's landing lights turned on. "You're over Chabua, we've sighted you. Watch for a green flare". Spencer was told. (McCallum thinks the message was a harmonic with another airfield in the area. Harmonics were quite common at night with HF equipment). Everybody who could get to a window tried to spot the flare, but instead they saw flickering lights through a break in the cloud cover.

Crozier took the plane down and circled the lights, looking for the Chabua field. It wasn't Chabua below, nor Jorhat, nor any of the other bases in the area - the men couldn't recognize anything except that they were over some city of fair size. They took the plane back to about 20,000 feet and flew for a few minutes while Crozier and McCallum talked over the situation. Fuel was becoming critically low. Planes flying over the Hump were given only enough fuel to make their destination and return, with about 45 minutes extra flight time.

They were already long overdue at Jorhat, and even as they talked Number Two engine spluttered and died. Perram was sent back to make a fuel transfer from one of the other tanks, but before he could begin, another engine coughed, smoothed out, coughed again, and quit. Crozier, as commander of the aircraft, made the decision. They would have to bail out.

(To be continued).

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### **OPEN MARKET - SALES AND WANTS - OPEN MARKET - SALES AND WANTS**

WANTED by George, G3VBE, of 65 Montgomery Street, Hove, Sussex, BN3 5BE. an FV-101-B remote VFO. Meet him on the Net or write to above address pse.

FOR SALE (or, as he put it, 4 Sail), by Bill, G3DBU, of 10 Hilltop Cres., Harrogate, Yorkshire, HG1 3BZ a Yaesu CW Filter for a 101-ZD - £15 o.n.o., and two TenTec 405 solid State Linears. 50 Watts OUT for 2 Watts in. Broad band so no tuning - £60 o.n.o. Contact Bill as above, pse.

### **OPEN MARKET - SALES AND WANTS - OPEN MARKET - SALES AND WANTS**

## AWARDS AND CONTESTS NEWS...

G3EKL/0046.

These notes are being written before the A.G.M. but after the June Leg of the VHF Contest - seems as though it was forgotten again!!

Claims for awards keep trickling in and during the four months up to 31st May the following have been confirmed and issued:

(AM(E) = Any Mode Europe, CW(E) = CW Award Europe, AM(O) = Any Mode overseas, and CW(O) = CW Award overseas).

123 G3YBT AM(E) 350 sticker and CW(E) 100 sticker.

130 G3DBU Special Europe Silver and AM(E) 400 sticker.

138 G3NVK Special Europe Silver, CW(E) 100 sticker and AM(E) 400 sticker.

247 G5GH Special Europe Award No. 34, CW(E) Basic No. 36 and AM(E) 200 sticker.

316 G2WQ CW(E) 100 sticker.

963 G4ETG AM(E) Basic No. 107, AM(E) Class 1 No. 86 and VHF Award No. 27.

1420 G4HYA AM(E) Basic No. 108.

1422 VK2NLE AM(O) 125 and 150 stickers.

1546 VK4XY AM(O) Class 1 No. 14, CW(O) Basic No. 4 and 25 sticker.

1572 VK2DDW AM(O) Basic No. 19.

1628 G3DVL AM(E) Basic No. 106.

Well done, everybody - VK2NLE has really stirred up activity one way or another. Thanks, Les.

Now for the 1980/81 5-59 Contest.

| Call   | Nov/80 | Dec/80 | Jan/81 |    | Feb/81 |       | CW    | Phone | Sub   | Bonus | Grand |
|--------|--------|--------|--------|----|--------|-------|-------|-------|-------|-------|-------|
|        |        |        |        |    | Total  | Total | Total | Total | Mult. | Total |       |
| G3UAA  | 29     | 31     | 24     | 34 | 53     | 65    | 118   | 115   | 233   |       |       |
| G3NVK  | 24     | 33     | 23     | 37 | 47     | 70    | 117   | 100   | 217   |       |       |
| G3NOB  | 21     | 35     | 23     | 37 | 44     | 72    | 116   | 90    | 206   |       |       |
| G3PJB  | 15     | 28     | 16     | 31 | 31     | 59    | 90    | 80    | 170   |       |       |
| G4DBR  | 20     | 26     | 13     | 32 | 33     | 58    | 91    | 75    | 166   |       |       |
| G4GLL  | 25     | 24     | 20     | 26 | 45     | 50    | 95    | 70    | 165   |       |       |
| G3DBU  | 19     | 23     | 15     | -- | 34     | 23    | 77    | --    | 77    |       |       |
| GM3PIP | --     | 32     | 19     | 19 | 19     | 51    | 70    | --    | 70    |       |       |

Looking at the first eight contenders, it can be seen that Alf, G3UAA, is the overall winner and also the Le Touquet winner, whilst Rita, G3NOB, is the 5-59 'phone winner - congratulations to you both for an enjoyable contest. Thank you too; to the many members who sent me check logs and general snippets on operating habits - gratefully received.

During the I.A.R.U. triennial conference last April, a Special Event Station, GB1IARU, was operating on all bands. For those of you who caught this rare bird it carried F50 for our Awards scheme.

Not really an Awards topic, but as we have a goodly sprinkling of Class 'B' licence holders in the Society may I remind members of the RSGB slow Morse transmissions radiated by G4RS each Tuesday and Thursday evening details on inside rear cover.

Next Society is the VHF Leg 2 August 9th and then 5-59 81/82 Leg 1 on November 15th.

Good Hunting.

Ray

73  
G3EKL.

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D-I-Y TIP.

(The following tip was found on a piece of paper with no indication from whence it came.).

Dry rot can be treated by painting the effected part with petrol. The fungus will turn black and die. (N.B. If you smoke during this operation you too, will probably turn black and die).

You have been warned!!!!

AWARDS AND CONTESTS - A BIT MORE

The Editor has left me a little more space so here are the CW Ladders as at 1 June 1981.

<u>CW Rungs (Europe)</u>			
<u>CW Basic (Overseas)</u>	14.GM3HGA	MP4TDA/G3EKL	50 & 100
1. ZL1AXM (530)	15.G2HKU	G3YSK	50 & 100
2. K2JFJ	16.G4BKU	GW3ASW	50
3. 9H1BX	17.G3FMW	G3YBT	50 & 100
4. VK4XY	18.G2WQ	G3XSN	50 & 100
<u>CW RUNGS (Overseas)</u>	19.	G3KJW	G8VG 50 & 100
ZL1AXM - 25, 50, 75	20.G8RK	G2KK	50, 100 & 150
and 100.	21.G3EJF	G3UAA	50, 100, 150, 200, 250 & 300
VK4XY - 25	22.GM3ELV	GW3XHJ	50 & 100
<u>CW Basic (Europe)</u>	23.G3BWX	G3NVK	50 & 100
1. MP4TDA/G3EKL	24.G3TKX	G3NT	50 & 100
2. G3YSK	25.G3MKR	GM3HGA	50
3. GW3ASW	26.G3ADZ	G2WQ	50 & 100
4. G3YBT	27.G4DBR	G3EJF	50
5. G3XSN	28.G3DBU	G3BWX	50 & 100
6. G8VG	29.G3PJB	G3MKR	50
7. G3KK (530)	30.GM3VVM	G3ADZ	50 & 100 & 150
8. G3VIR	31.G3NOB	G4DBR	50
9. G3UAA	32.G6RC	G3DBU	50
10.GW3XHJ	33.GM3PIP	GM3VVM	50
11.G3FGM	34.G3MAY	G3NOB	50
12.G3NVK	35.G3DPS	GM3PIP	50
13.G3NT	36.G5GH	G3DPS	50 & 100

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COINCIDENCE OR.....?"

G3DPS/0090.

The world was doubtless shocked at the attempt on the life of President Reagan earlier this year. But, perhaps, the fact that it was unsuccessful may have broken the "spell" for, the OWL informs us, every American President elected at 20-year intervals has died in office since 1840.

Year	President	Died
1840	Harrison	1841 Died
1860	Lincoln	1865 Assassinated
1880	Garfield	1881 Assassinated
1900	McKinley	1901 Assassinated
1920	Harding	1923 Died
1940	Roosevelt	1944 Died
1960	Kennedy	1963 Assassinated

There are a number of alarming coincidences relating to Presidents Lincoln and Kennedy. Both were shot in the head. Both were shot from behind. Both were shot on a Friday. Both had their wives with them at the time. Both were succeeded by Southerners named Johnson. The Johnsons were born exactly 100 years apart. The names of both supposed assassins contained 15 letters. The supposed assassins were also born 100 years apart. Both assassins were shot with a single bullet in a confined space whilst physically restrained. Both supposed assassins died 2 hours after being shot. Lincoln had a Secretary named Kennedy and Kennedy had a Secretary named Lincoln. Both Secretaries advised their President against going to the location in which they were assassinated. (From "The Cycles of Heaven" by Guy Lyon Playfair and Scott Hill, Pan Books, 1979).

ODE TO A NET CONTROLLER.

G3ZFN/0968.

After listening to an RSARS Net, 0968 decided that the following lines might be appropriate, sung to the tune that all soldiers MUST know!.

"When this b---y Net is over,	No more scribbling down the call-signs,
Oh, how happy I shall be,	No fiddling with the gain,
When I switch the bloomin' rig off	No more QRM and Static,
No more listening for me.	No more puzzling for my brain."

Roy also offers the following (doubtless dedicated to the Gen. Sec.):

"EKL, 'EKL, smile upon us, wish us well, (Members should turn towards	
Higher and higher, pull the wire,	Catterick before intoning the
QRM, join in!"	invocation on the left).

Tune in to the next edition for a further rendering of poetry and prose by 0968.

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## A WORLD FIRST....?

It was five minutes to midday (GMT, of course) on April 1st 1981 at Gretna Green... No, it's not the start of a foolish romantic novel but the time and place that Bert, GM3XSN/M heard and worked VK4CD/M who is RSARS 1575 for what is believed to be the first-ever G to VK/M RSARS QSO. Frequency was 21.171 Mhz. Congratulations to both stations. G to ZL/M next, Bert?

The Owl has it on good authority that February 1982 should see a combined dark blue and khaki effort during the FOC 48 hours Marathon, but with a difference - the effort will be made by members of RNARS assisted by none other than Bert, G3XSN and, if all goes well, will be made from Gibraltar. It is hoped that the call-sign will be ZB2FOC and it will carry a RSARS Affiliated Number for use in the week preceding the Marathon. If you are a Dark Blue AND Khaki type then you will get two for the price of one as the station will have an RNARS number too.

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OTHER PEOPLE'S HUMOUR.

Acknowledgements are hereby made to "Punch" (left) and an unknown New Zealand newspaper (right) for their views on CB and Old Soldiers!.



Breaker-Break. Diamond-Lil and "Pussy-Galore" - Wonder Woman sitting on the side there with a little 10-20 at Hoskins Supermarket and you should see what their processed peas are going for..."



"No, you ask her!"

TOP BAND CW NET REPORT - 7 JANUARY TO 6 MAY 1981.
G5BM/0956.

Support for the Net continued at a fair level during the above period with an average of 6+ members attending each session.

We still have no support from Overseas members although numerous European stations called in and gave us reports during the period.

In addition to the usual OK and DL stations we were joined by EA5HM, EA8QO, OE1NDW, YU2RTW, 4U1ITU and YU3EA.

The following members supported the Net since my Last report:

G2BQ, G2BTO, G2HLL, G2RJ, G2YS.

G3JBA, G3JGY, G3UAA, G3UPY, G3XTL, G3YSK, G3YSZ, G3ZEE, G3BGM, G3KLX.

G4CQC, G4ITP, G4JIL.

G5DQ, G5YN.

GD4BEG.

GI3JEX, GI4KHZ.

GM3LWS, GM3PFQ, GM4GPP.

GW3AX, GW3UDU.

(Why not join in the above Net?. Don't be put off by the occasional high-speed RSARS CW QSO you may hear - just call in at A SPEED YOU CAN READ and Control and all stations will come back to you at that speed. Try it, you'll like it!!! - The Owl).

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WHO....????.

WHO was the RSARS member who had a Stand at the Maidstone Rally just opposite a well-known firm from Herne Bay?. This firm apparently had a small accident at the beginning of the Show when a whole load of packing crates were knocked over into the main walk-way. Later, when the Show was under way, the RSARS member went to look for one of his packing crates only to find that he had an extra large sealed crate which was not his. Being an honest man, he approached the firm opposite and asked if it was theirs. "No" came the firm reply. He decided to open the crate and found that it contained a brand new £700+ transceiver. The firm opposite merely said that they would have claimed off their insurance!!.

When he arrived home the aforesaid RSARS member found that his own rig was suffering from a bad attack of TVItis. There ain't no justice!!!!.

(When I asked the owl who this unfortunate member was, he wouldn't say. Except to mention that it was a G3 and he would Rather Know Nothing. - Ed.)

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AS OTHERS HEAR US....!

G3ZFN/0968.

The Owl dropped a memo on the editor's table the other day. It was addressed to G3 Dirty Postcard Seller from G3 Zulu's Flannelette Nightshirt. It read: "Heard on 80 one evening not long ago: ".....you're perfectly readable but I'm sorry I can't give you a strength report AS MY METER ISN'T WORKING!". No names, no pack drill, but that person should be made to double ten times around the square dressed in FSMO and then be ordered to write out the 'S' part of the RST Code at least 100 times!. As an ex Royal Corps of Signals operator it really made my flesh crawl. Just remember. all you S-meter addicts, if you bought a frequency counter or a signal generator which operated with as much inaccuracy as your S-meter does, you'd take it back to the bloke who sold it to you and bash him over the head with it. So use your ears, your brains and the RST Code?. 73 R.

HEARD ON GB3SL.

"You're not getting in too well with that handie-Talkie. Can't you stand on tip-toe or something".

A FAMILY AGAIN.

By Jack Mitchell - "parade".

(A short while ago an application to join the R.S.A.R.S. was received from WA2YBR. The letter which requested membership made interesting reading and gave details of service in the Soviet Union, the Middle East, Italy, etc., and even included a letter from the M.O.D. confirming the applicants Service details, and a photograph of a very young Steve in British battledress. How young?, well at the age of 15 Steve was already a soldier and in charge of a radio station. We hope to give more Service details in an eventual "Welcome" entry, but a recent article in the American magazine "parade" showed that there was an equally interesting "civvy" story around WA2YBR. We are indebted to the Editor of "Parade" for permission to reprint in "Mercury" - Ed.).

If prizes were awarded for family reunions, Stefan Nurkiewicz of Freeport, N.Y., would surely win a blue ribbon. His reunion with his parents was 40 years in the making and took the unlikely combination of Polish-American friendship, luck and a father's singular determination to see his son again.

The dramatic meeting between Nurkiewicz, a 54-year-old machinist, and his 80-year-old father marked the end of a tragic separation that began in war-torn Poland of 1939.

At first glance, the ruddy-faced bespectacled Nurkiewicz is the "average American". He married the girl next door, has two handsome children, an attractive waterfront home, and a successful precision machine shop he and his wife built together "by working to 2 or 3 in the morning".

But "Steve" Nurkiewicz is no ordinary American. He was born near the Polish border with the Soviet Union in 1926. Thirteen years later, his father Zdzislaw, a dashing cavalry commander, would lead his men - armed only with sabres and lances - into battle against invading Nazi troops. Stefan parted with his heroic father on that day, Sept. 2nd 1939.

Just two weeks later, Russian soldiers crossed the border 10 miles away to claim a huge expanse of eastern Poland. Thousands of frightened Poles, including Mrs. Nurkiewicz and her children, were rounded up and herded into railroad cars for a torturous three-week trip to a hellish Siberian exile.

Within the next two years, two of Stefan's younger brothers died of malnutrition and illness. Then a sympathetic doctor, pitying the family's misery, allowed him to join an army of Polish exiles fighting for the Allies.

He was sent to Tehran for training, then fought in Allied campaigns in the Middle East, North Africa and Monte Cassino, Italy, where he was wounded.

After the war, not knowing if his parents were still alive and unable to return to his Soviet-occupied homeland, Stefan emigrated to Brooklyn.

The story might have ended there if it hadn't been for a war-time photograph (taken for a Polish magazine called "parade") of the teenaged soldier Stefan and a 47-year-old veteran who had become his unofficial guardian. It was published in Polish newspapers and later in a book in which the repatriated Zdzislaw Nurkiewicz and his wife Jozefa excitedly recognized their son and began the long search to locate him.

The elderly cavalry soldier had miraculously survived the German destruction of the Polish military. But he had become an enemy of the Soviet controlled government for having dared to fight the invading Russians. He evaded the authorities for a while, but eventually the secret police caught up with him. He was tried as a "bandit" and sentenced to death. But the sentence was commuted to 15 years in prison. Meanwhile, Stefan's mother scrubbed floors in Poland to feed herself.

And in Brooklyn, Stefan Nurkiewicz was raising a family and establishing his successful business. "I really thought they were all dead", he recalls. "I gave up hope and gradually it helped me to forget. The Germans had destroyed the Polish Army, and getting my mother out of the Soviet Union would have been like squeezing water from a stone".

Then, a chance encounter in New York City in 1977, set off a bizarre chain of events. Stefan had read that a touring Polish orchestra was in town, and being a musician himself (he plays bass), he decided to drop by for a drink with his countrymen.

A FAMILY AGAIN.

"I gave them my business card and told them to give me a call if they were ever in New York".

His acquaintance did better than that. Months later, when the troupe returned to Poland, the card was passed along to Kazik Nurkiewicz, a violinist friend of the symphony musicians who was also the keeper of the Nurkiewicz family tree and who happened to be Stefan's cousin.

A letter was sent immediately to the American's business address! "I'm writing in the name of your father. If you're the man we're seeking, this would make your father extremely happy", declared Kazik.

But bad luck cropped up again. The machinist had moved his home and business. The undelivered letter was returned to Poland.

Undaunted, the elder Nurkiewicz, now released from prison and full of hope for the first time in 15 years, wrote to the same address. That note, too, was sent back.

But the stubborn old cavalry commander wasn't going to give up. His next letter was given by the postman to a former business associate of Stefan's, who offered to deliver it by hand. So on Dec. 6th 1979, a trembling Steve Nurkiewicz opened the following letter and read the neat Polish script: "Dear Sir, I'm seeking one named Stefan Nurkiewicz, born in 1926 in Nieswicz. If you are the person I'm seeking, please answer... I would like to close my eyes in peace..."

Shouting to his wife Terry, Steve ran to phone the man at the return address. But 40 years of separation wasn't going to be breached so easily. The only 'phone in Zdzislaw Nurkiewicz's town was at the Post Office, and it took a week to set up the call

The night before, neither Steve nor Terry Nurkiewicz could sleep. At precisely 6 a.m., the 'phone rang. "Stefan?"... "Father?"... "How are you?"

There was still a trace of doubt in Steve's mind. Quickly, he thought of a reassuring question. "Father, what was the name your horse?" "Ogien (Fire)" came the immediate reply. Then an old woman's voice came on the crackling transatlantic line.

"My knees buckled, and I almost fell to the floor". Says Steve. "I never expected my mother to be alive too". But he recovered long enough to shout. "Mother, save the Christmas tree, we're coming to Poland".

Two weeks later, after some visa trouble had been cleared up by some friendly Polish Embassy officials in Washington, a joyous Nurkiewicz family flew to Krakow.

Finally at the airport, says Steve, I walked down the long path and saw a stout grey-haired man with a cane, I had mixed emotions. I didn't know this man. But I ran to him and said. "At last, Dad!". We all cried".

The Nurkiewicz's two week stay in Poland produced other surprises. Stefan had a 30 year-old brother, born after the war, he'd never heard of; and his older brother Zdzislaw was alive and well in Russia. The 14 days and nights were filled with endless talking and Polish vodka.

Last June, Stefan Nurkiewicz brought his parents to America for a 10-week visit. "The first thing my father wanted to see was the Statue of Liberty", recalls Nurkiewicz, with a trace of pride in his voice.

Two weeks after his return to Poland last September, Zdzislaw Nurkiewicz, died, finally knowing what became of the 13 year-old boy he left behind when he went to war.

(Meet Steve as WA2YBR around 21.270 Mhz where he is looking for RSARS contacts. - Ed.).



ACKNOWLEDGEMENT:-

We are indebted to Express Newspapers of London for permission to reprint "A Family Again", originally published in the U.S.A. in "Parade". London Express News and Feature Services hold the European reprint rights for articles published in "Parade".

DID YOU HEAR.....? that G3EBH/0473 has been operating as F0GHQ on 40 and 20 Metres, and G3BA/0409 as F0DCO/Mthat Rex, ex-G2CDN has had his ZS callsign confirmed as ZS6XCthat the "average" housewife walks 4 miles and spends 25 hours each year making ONE bedthat Steve, WA2YBR/1676 may be heard, particularly on Wednesdays, as WA2YBR/MM from his yacht "TERRY I" somewhere out in the Atlantic out of Freeport, N.Y.

WANTED.....by G4AMF, I. Cresswell, 16 Haddon Way, Aston, Sheffield, (phone Sheffield 872919), a mains power supply unit for a Voltmeter Valve CT-54. Also the Service Handbook.

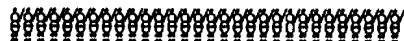
DID YOU KNOW.....? (GW3UDU/0378 informs us) that the famous Eddystone Lighthouse is going to be automated. To commemorate the event one of the keepers, G4JLM, hopes to run a Special Events Station, either GB4EL (Eddystone Lighthouse) or GB4THL (Trinity House London) from 6 - 21 July 1981...Paul, G4DBY, would like to thank all those who helped with the humping, lumping and dumping during the recent move of HQ station G4RS.....that the first 'plane to shoot itself down was an American F-14 fighter in Vietnam using a sparrow air-to-air missile.....Delegates from 38 countries were in attendance at the IARU Region 1 Conference held recently at Brighton. A lot of the ground work for the Conference was in the hands of RSARS member G3ZYE/0944. RSARS was represented at the Conference by G3ONU/0076 on 27th April 1981.

DID YOU READ.....? that G3XSN/0343 is now RSGB Area Representative for Liverpool. He is not alone on parade because with him are G3CAA/0976 (AR for Scarborough), G3OUL/0156 (AR for Coventry) and G3DSS/0003 (AR for SE Somerset) (From "RadCom").....G4FKJ/12I2 recently had a visit from WA4SKE during one of his twice-yearly round-the-world business and pleasure trips. (Tnx, RadCom).....G8KW/0589 is returning to the Amateur Radio business world with new factory facilities at Chatham, Kent. Good Luck, Roly.....(From "P.W").

DID YOU SEE.....? the photo of four RSARS members on page 544 of the June 1981 RadCom". Taken by Kit. DA2WN/0404 it shows DJ0SS/162O, DJ0BU/0527, DL6AA/0379 and DA1FR/0227. Together with the photographer they have held between them over 20 call-signs. But why all so sad looking, fellahs??!.

II CORPS (U.S.).

Over the page (Page 22) will be found a letter from W2AG/1636 regarding his service in the American 11 Corps. The OWL has just come in with the following: "11 Corps did, in fact, serve with the Army of the Potomac at Gettysburg and took the brunt of the fighting on the third day. The Corps colours were a blue swallow-tail flag with a white trefoil centrally thereon. 2nd Division of the Corps had a rectangular blue flag with a white trefoil, and Well's 1st Brigade a blue triangular flag with, a red trefoil and a white vertical stripe. The Division is reported to have lost 1,800 men in two day's fighting".



THE DJ0SS NOISEBRIDGE AND RF PROBE.

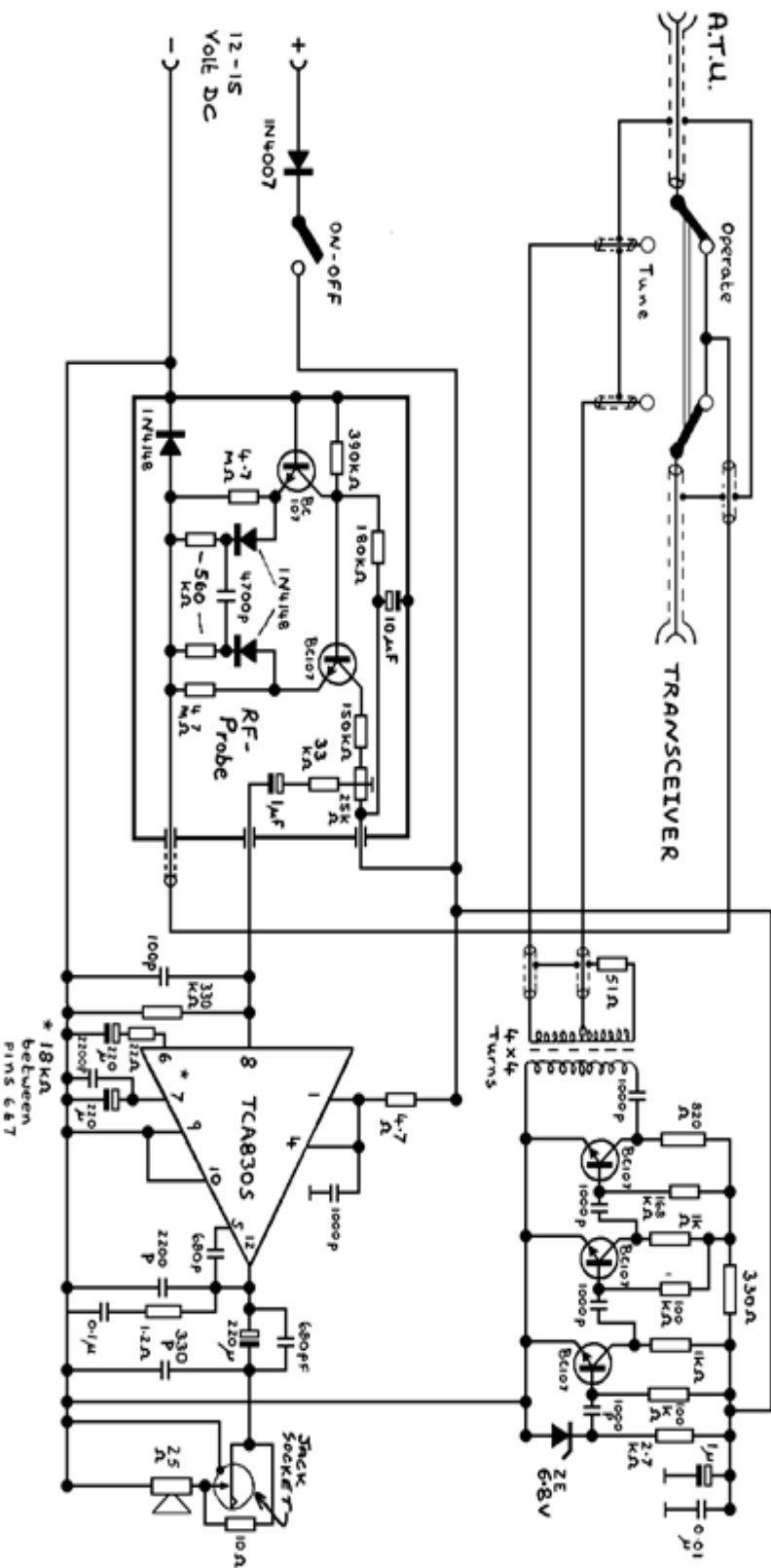
DJ0SS/G4BNI.

In a letter, George, G4BNI, writes "The reason far this letter is to let you have a circuit of a Noisebridge and RF Probe. Derek, G3RKN, said you might be interested in it. It was designed and made for me by Eddi, DJ0SS, in Celle. I would be obliged if you would express my grateful thanks to Eddi via "Mercury".

Just an outline of this little unit. With this unit in circuit you need an ATU and you can then tune out all SWR thus giving the rig a good look into the antenna. The RF probe, which takes its source from the output of the Noisebridge enables one to tune the rig right on the nose. There are many other uses that this unit could doubtless be put to.

(Many thanks, George, and the diagram is produced on the following page. Perhaps Eddi can let us know if there are any particular points about the construction of same- - Ed.).

DJØSS Noisebridge RF-Probe



POST BOX

Being extracts from letters received from a variety of people in a variety of places on a variety of subjects.

From: Bill Guest, G4IYB/1565, Esher, Surrey, who signs himself "onetime 105857, Lt. Col. R. Sigs" writes ".....Having indulged myself in your Spring "Mercury" I wonder how much detail you have on my enrolment form but, as a newcomer, you may need a few notes with which, at my age, to formulate an obituary!!!. Six years retired after nearly 51 years in P.O. Telecomms Traffic management and almost 25 years with the Signals SR and TA plus the usual 7 years WW II ought to merit something - but the undistinguished ever remain so!!

I joined a newly formed Air Squadron Signal Section SR in February 1932 as 2313397 Opr. Sigs. The PSI found we P.O. Telegraphists to be strange animals so, using his Indian experience, we enjoyed Flag, Helio and A and C Sets - for which we were the mules! As skills progressed we were promptly disbanded and reformed as 33 Construction Section and re-mustered as Linemen. This naturally prompted transfer to L of C Signals as Operators Wireless and Line (OWLs) and by mid-1939 call-up as Instructor, Operator Keyboard and Line to The A.A. Militia Training Battalion, Royal Signals, at Harrogate. As mercenaries we were soon off to war.

Ours was the first convoy of The British Expeditionary Force. We landed at Cherbourg and went straight into the Casino where 48 Telegraph Operators Section, L. of C. Signals, has always cherished the belief that it hauled up the first Signal Office flag of the war. This statement may well stir up a hornets nest but my fellow Sergeant. Bill Webber, will bear me out. Until we worked out the SD worked our first Teleprinter link was the one circuit back to the War Office over which we announced the followers.

Commissioned in December 1939 brought me home and back again, this time to Air Formation Signals until we beat a hasty withdrawal four months later. Northern Ireland, a four month's Subalterns course with jugged hare in the HQ Mess (paid for annually with one day's pay thereafter), and then with 6th Air Formation Signals in Iraq, 3rd Air Formation Signals in Egypt and a somewhat frustrating spell as CSO Force 438 (British Radar Control in Turkey) until the sale of its equipment to the Turks and another disbandment. During that exercise we enjoyed being rigged out in civilian clothes but living in the Harp Okulu (their Sandhurst) - which led to the circulation of the cartoon reproduced below (preserved with affection for nigh on 40 years).



POST BOX - Contd.

Two more years back in Turkey with No. 1 Special Staff enabled me to meet John Gurr (who may now have a D- call-sign and who may be a member of the Society. (Regret not. OM - Ed.). His call-sign was G4JG. I have his Signals Training, Volume II Part 1 (1935), price 4s 6d which, after payment of storage dues, may still be of use to him!.

I enjoyed some 8 years with TA Signals - which brings me to the pleasure I had in reading of RSARS 1485 SQMS Stone with whom I served in 11 A.A. (M) Signal Regiment and whose call-sign will be of interest when it arrives.

Amateur Radio has certainly proved an enjoyable experience to one who started his operating life in 1926 as a 12/- a week Land-Line Sounder operator and who still cannot get the rhythm out of his system. You will note from my call (G 4 I Young Boy) that I have but recently become active, but I do claim being a lifetime SWL. I mentioned in my original application that I wished to contact Basil Complin, G4CHT, and am happy to report mission accomplished. In the almost 30 years since I encouraged his commission application I now find him a retired Lt. Col. whose call is ON8IS and with a son now serving in the Corps.

You may find some items meriting challenge in the foregoing. Was ours the first operational flag hoisted in Cherbourg on 12th September 1939???. If not, to which Signal Office and how did our challengers transmit???

73

Bill....."

From: VK4XY/1546, G.G. Down, 57 Gearside Street, Everton Park, Brisbane, 4053, Australia. ".....Let me say how much I have enjoyed the daily gatherings on 21·170 Mhz (SSB) and 21·130 (CW) and it has been interesting following the activities of the members who regularly check in. I now know there is a bridge near Carlisle which is an excellent take off for a Mobile, when the Show was on at Leicester, what the temperature was on the coldest day in Somerset and many more interesting bits of information. 15 Metres seems to be closing now, but I was interested to hear a weak signal on 21·130 Mhz calling "CQ RSARS". It turned out to be VK4CD, Roger lives about 1600 km north of me and I had never heard him all through the Summer. We made contact with reports of 419 but 15 minutes later the reports were 599..... "Mercury" makes interesting reading - but what big ears the Owl must have! (He knows, for instance, that the Iron Bridge in Brisbane replaced one that was destroyed in the flood of 1893, a flood that laid half of Brisbane in ruins! - Ed.). Please convey my greetings to all members at next month's A.G.M. and if any would like to arrange a sked or two for the coming winter, I shall be happy to oblige....."

73

George.

From: John Alan Hackett, LA2QAA/1654, Aukra, Norway. ".....Being a QRP station and "new" to RSARS Nets, I would like to make it known via "Mercury" how much I appreciate members patience and good operating while working my 5 Watts (input) station, a very welcome change from being trampled on by the "non-listeners" among the amateur ranks, so - vy FB RSARS members!..... ".....I enjoy experimenting with aeralis being a QRP station, I have to!. I would be happy to draw diagrams with text explanations for members if you have space in "Mercury" (Yes please - Ed.)....." ".....I would especially like to thank Bert, who introduced me to RSARS, and Chas and Jack, described by one member (G3NOB. Rita - the OWL) as two stalwarts and the salt of the earth. Also Alf the key....."

73/88

John.

FromM.J.D. Groom, G3WME/0103, Racal Ltd., P.O. Box 925282, Amman, Jordan. "....Just to let you know my change of address for the Society records. I am in Jordan on a two-year contract with Racal-Tacticom as resident engineer. I am supervising the installation of an armoured division of the Royal Jordanian Army with Racal HF and VHF equipment, including mobile and base workshops.

I am hoping to obtain a JY call-sign soon and will then be active from Amman with my FT-101 and KW Atlanta. Until then please QSP my best wishes to all....." (They must have a lot of Post Office Boxes in Amman - The OWL).

POST BOX - Contd.

From: Andy Jackson, G8JAC/0169 (NatNet c/s 23B), 27 Ellesmere Drive, Hamset Green, SANDERSTEAD, Surrey, CR2 9EH. ".....The 14 Group ACF SW London Radio Club is a new venture that we have undertaken to try to create an interest in Amateur Radio in the cadets in the Signal Platoon and we now have our own Club call-sign, G6ACF. I am the holder of the call-sign on behalf of the Club (Why not become affiliated and be sure of a lot of RSARS contacts - The OWL).

As I think you may know, Captain M.J. Buckley and myself have preserved in active working condition a "Truck 1/4-Ton, FFR, Austin, Mk 1, FV1801" better known as the Austin Champ, and we are looking for the original User Handbooks and Fitting Instructions for pre-Larkspur equipments in the vehicle, i.e. WS 19, WS 52, etc. and also the Line Laying equipment of the early 'fifties. I am also on the look-out for a Royal Signals Mess Kit if anyone is leaving the Service and wishes to dispose of one. The requirements are:

HEIGHT - 6' 2", CHEST - 42", WAIST - 38", INSIDE LEG - 31",
COST AS LITTLE AS POSSIBLE!!!.

Best wishes to

all....."

From: G4AKN/0884, Berkhamstead, Herts. ".....I enclose a cheque for some of those strong pounds which seem so weak when one uses them!. I wish I could make that point with the so-called exporters who blame this for their lack of trade - I didn't hear any cheers when it was one dollar fifty!!!.

Now a little non-military reminiscence. I used to listen to the returning astronauts" QSOs way back when, on one occasion, there was quite some concern at Mission Control when the voice stopped and instead queer strangled noise appeared which only lasted for a second or so. Then the normal voice returned and enquiries from Base elicited no reason. This queer episode apparently bewildered the boffins. Some time earlier, in 1950, when making TV sets out of old radar units was popular, I had quite a conglomeration of surplus units, time bases, transformers and a hotch-potch of home-brew bits all over the kitchen table, plus a 10 feet 6 inches conduit dipole hanging from the gutter. At the time there was quite an electrical storm but I was engrossed. Suddenly there was a brilliant flash and simultaneous bang, the lights went out and the TV went off. Then the charge dissipated and the valves came back to life. AT THE SAME TIME CAME THE "STRANGLED" VOICES. So, some years later when the same thing happened to the spacecraft, I recognised the phenomena, and feel that the craft must have been subject to a similar massive static charge. I also heard a lady aviator report the same "strangled" speech to an airport control during an electrical storm. Apparently, the tower had not heard the effect and could not explain it. What surprises me is, that even with the modern concentration of brain, no explanation was forthcoming. Moral there is a bit of technical know-how in all of us!!!.....

I would like to read more views on antennas, as I feel there must be a system for suburban usage. Although I do not rate multi-band antennas highly, I use the G5RV. This does a reasonable job but, of course, has the usual directional limitations. Further, I feel that if one has to make compensation for matching it is like the tailor who screws up the back of your jacket and tells you "it fits like the paper on the wall".....

From: Ian D. Brown, G3TVU/1504, Ashbourne, Derbys. ".....I promised information to Club members about a 160 Metres transverter for an FT-7. These were available from, P.M. ASQUITH, G4ENA, 25 WYCHWOOD AVENUE, LUTON, LU2 7HT, in January 1980, for £25. The units consist of a small diacast box which bolts on the back of the FT-7 using existing holes. In operation 80 Metre signals are transverted to and from 160 Metres, in transmit the existing PA is used. Performance - mobile OK, transmit over + or - 20 kHz from centre frequency, otherwise internal re-tune required. Output is approximately 20 Watts p.e.p. As a base station, additional gain of the transverter and 80 Metre breakthrough can be a problem but a receive attenuator and a filter can cure this. Very good value for £25, though....."

POST BOX - Contd.

From: Robert W. Ehrier, W2AG/1636, 30 Linden Street, Malverne, N.Y., U.S.A. 1156. ".....I noticed the picture at the bottom of page 3 ("Mercury" 11/80) and I hope I can be of some help to you. I was in the U.S. Army Signal Corps for 42 months and spent 38 of these overseas during WW II. I used the Signal Corps SCR-188, SCR-191, SCR-299 and the AN/TRC during this time. If my memory is correct the BC-312 in the SCR-191 was for 12V DC only and the BC-342 was with the SCR-299 and SCR-399 and was AC only. The BC-348 was AC only I think and may have been for the USAAF - I'm not sure. I do feel sure that the BC-312 in the SCR-191 in a Jeep was for 12V DC as was the transmitter. Both worked excellently for me and I felt sure that I would never forget them, but as time goes by one realises that you do forget some of the things you figure you never would.

I liked the story on page 43 by Les, G8NY. I know and met Les and his wife when he visited the States about three years ago one vacation in May.

I arrived in England in August 1942 in the town of Downton in South West England. Then I went to Liverpool and Birkenhead and there boarded HMS LARGS (if that is the correct spelling!). This took us first to Oban and then back to Greenock on the Clyde. Then we sailed in the Center Task Force for Arzew and the (North African) Invasion on November 8th 1942. (From the U.K. the main US elements for the North African invasion were the Center and Eastern Task Forces. The main components were 1st Armoured Division (Major-General Orlando Ward), 1st Infantry Division (Major-General Terry Allen) and the 34th Infantry Division. The Task Forces were assembled at both Liverpool and on the Clyde. The final assembly, on October 17th was in the Firth of Clyde. The Center Task Force landed, virtually unopposed, at Arzew, to the east of Oran, with H-hour at 0100 GMT. Incidentally, General Patton spent most of his time during the voyage reading the Koran. (- the Owl.). From here to Southern Tunisia, through the trouble at Kasserine Pass to Northern Tunisia, then to Sicily on June 10th 1943 and to Italy for the rest of the war with a stay at Cassino for about three months. I started in the war serving with the Royal Navy on November 8th 1942 and ended the war with the 6th South African Armoured Division in April/May 1945. I was in the 53rd Signal Battalion and we were part of the U.S. Army 11 Corps for the whole war. Our 'patch' was an American eagle and a British lion on either side of the number 'II'. I think this Corps was combined during WW I with British elements and this is the reason for the particular 'patch'. I believe II Corps dates back to Gettysburg during the Civil War. II Corps has had some famous generals such as Clark, Patton, Bradley, Keyes and (perhaps not quite so famous) Fredendall.

In 1978 I was in QSO with ZS6ANE and I found out that he was in Signals with the 6th South African Armoured Division and that we were both at the Division at the same time but never met. We exchanged some photos and were surprised to find that we both had the same photographs of one of the fellows in 6th Div!" It was here that I used the AN/TRC radio relay equipment. (This equipment was still in use in Cyprus in 1959 - OWL). I have been licensed continuously for over 50 years and had W2CTO for 48 years and put in for W2AG in 1976. I have known Harry Stickley, 3D6BF/0726, who proposed membership, since 1972..... " Sincerely, Bob.

From: Thomas B.J. Atkins, VE3CDM/G4ABN/0674, 55 Havenbrook Blvd., Willowdale, Ontario, M2J 1A7, Canada. ".....I was active with the "New Horizons" program of The Radio Society of Ontario Inc., the main purpose of which was to expand the horizons of the visually handicapped, by encouraging and training them to become radio amateurs. The enclosed article was written for submission by IARU to the ITU for publication during 1981. If you find it of sufficient interest. permission is included to reproduce in "Mercury"..... 73.

(Tom, who is a past President of The Radio Society of Ontario Inc., and a Director of The Canadian Amateur Radio Federation Inc., and is presently a Director of The Canadian Radio Relay League Inc., as well as the Canadian I.A.R.U. representative, has set a good example in this Year of the Disabled and the article is, indeed, of interest. It has not been possible to include it in this edition of "Mercury", but it is #1 on the list for the next edition. Many thanks, Tom. - Ed.)

POST BOX - Contd.

From: 24470880 Sig. Wright P. (otherwise G8XPS/1406), Alpha Troop, 8th Field Force HQ and Signal Squadron, Jelalabad Barracks, Tidworth, Hants. ".....I will be at the above address until January next when I will be moving to Aldershot. I have been involved, during may stay here at Tidworth, in the formation of a local Radio Club together with L/Cpl Terry Burbidge, G6ATU. Anyone in the area will be welcome and we can be contacted on the 'phone by ringing the Yeoman of Signals office at the above address, or by writing to the Amateur Radio Club at 8th Field Force. I am looking forward to visiting Cyprus soon but have been unable to get a reciprocal license....."

From: Peter Huntsman, G3KBQ/0482. Hexham, Northumberland. ".....My FT-277 (FT-101 -B) went off the air recently during a QSO and I discovered that two of the rectifiers in the 600 Volts power supply had gone, but once this was found they were easily replaced and we are now back on the air again.

I have a lot of QSL cards on the way to the Bureaux so any member waiting for one should not have long to wait.

I spend a lot of my working day on the main line trains between Newcastle and York so if any of you see a chap with an RSGB badge checking tickets it will be me!!..... (No RSARS badge??? - The OWL).

From: Arthur O. Wright. Mablethorpe, Lincolnshire. RSARS 1439 writes ".....Please thank all at G4RS for the Morse every Tuesday and Thursday I am situated on the coast and at times it is difficult to copy due to QRM. Also my colour TV creates local QRM. G4IDN tells me that he is able to copy G4RS during the CW runs here in Mablethorpe on 2 Metres on his vertical antenna.

Now that I am a Senior Citizen I spend a lot of time listening. My rig is the Trio R-100 with a Joystick antenna or a piece of 112-inch diameter copper pipe 38 inches long situated on the stainless steel sink unit in the kitchen....." (It is hoped that a lot more of our SWL members and their friends will listen to the Slow Morse transmissions on 80 or 2 Metres on Tuesdays and Thursdays. - The OWL).

From: A.W.W- Timme. G3CWW/I268, Linthwaite, Huddersfield. ".....You might also be interested to hear that following the resume of my "past" published in the November '80 issue of "Mercury". I have made contact with Graham Thomas, G3SWO - I served with Graham and his wife Marian in War Office Signals at Oakhanger in 1944/45 and we had not heard a word about each other until he contacted me. I have spent a week-end at Birmingham with them and we now have a weekly sked. I have also contacted our old shift superintendent of those days, Alan Woffinden (who is not an amateur), but who lives only about 5 miles from here!. So many thanks to "Mercury" for renewing old friendships, and I believe that through Graham and Marian there will be some more reunions in due course....."

From: Johnny Walker, GW3UDU/0378, Brynmawr. ".....Have been going back through some old paperwork dating back to around 1951 and have come across a few odd bits of information in the shape of a "1 A.S.S.U. News Sheet" published in the middle of God knows where whilst taking part in Exercise Spearpoint 1 in Germany. Several such lists brought back instant memories of such members as G4BUS, Reg Prosser, together with a very mixed crowd of Regular and N.S. boys. There is a story there, so if the work situation does not improve I may well put pen to paper and see what I can produce. Who knows?. From my experiences "The Virgin Soldiers" would read very virginal. Perhaps we have the makings of a Best Seller!!!.

I've just finished my temporary job for a local Authority and am on my way to join the ever increasing dole queue in the town. Even 7 HNC's don't get you a job here!. I still have to write 10,000 words to submit for my Degree so I must get down to it in the next 18 months or I'll not get my cap and gown job finished. I have been trying to persuade Alf, G3UAA, to go for his M.A. but so far, no luck....."

From: Pat Urquhart, G4DR/0490. Bushby, Leicester. ".....would be very interested in any RSS/SCU Reunion....." (What is the latest news, Bill?). .

POST BOX - Contd.

From: Ron Mailey, G3BEY/1604, Belton, Great Yarmouth, Norfolk. "..... Since speaking to you last, I have passed the RAE and the Morse Test (Congratulations - Ed.), and have had my old call-sign reinstated G3BEY, and I am all set to go.

I bought an all waveband CW/SSB transmitter at one of the junk sales for £5, which had belonged to one of the members of the Lowestoft club who had just died, complete with a 400 Watts linear, which I am feeding into a G5RV until such time as I can erect my new tower aerial which I have made. This consists of a 20' tower with a 20' pole through the centre, which I shall be able to lower in rough weather. The tower will also tilt over in case of high winds or nuclear attack, although I doubt if I shall be around in the latter case.

Unfortunately, as I was about to go on the air on CW the set developed a fault, which may be the RFC on the 6146B's - which appears to be feeding RF back into the PSU. This should not take too long to rectify. (The OWL feels that this pun was unintentional. - Ed.) Directly I can get a Power Pack made I shall be on the air with the ex-German WW II Lorenz, which I have now given to The Imperial War Museum but will use in the interim period. It was termed the "portmanteau" set, and was used by their Fifth Column Troops, where they were using troops in civilian clothes, in sensitive areas, i.e. Spain, Tangier, etc. It has an input around 120 Watts, on pure I.C.W., with a rather unusual method of keying the carrier. It is in excellent condition and weighs 70 kgs, and nearly caused me a heart attack when I carried it from Berlin, together with my kit and P.I.A.T. (Projector, Infantry, Anti-Tank. - Ed.) Box, full of mementoes. It gives extremely good signal quality, and I am dying to commission it once again as it was last used in 1953 when I gave up. My best regards to you all....."

From: Leslie F. Cox. G3PRN/0888, Harlow, Essex, ".....I am not very active at the moment, other interests and activities taking priority. Despite the fact that my XYL is also licensed (Hilda, G3YEB) I find I have very little time to devote to our radio hobby, confining activities to local natters on 160 and 2M FM. The station is home-brew solid-state QRP on 160 and 80, and a modified taxi radio on 2M FM.

Anyway, come retirement in about four years time, maybe I'll be able to find more of that valuable commodity - time.

I enjoy reading "Mercury" and find it surprising that any mention of Catterick can stir in me feelings of nostalgia, after 40 years, Good Grief."

From: G4BKU/0259, Ron Foot, Bristol. ".....I am progressing OK after my last coronary in December 1979. In fact, I have been elected Chairman of the Bristol RSGB Group for the next two years (Congratulations - Ed.), so the membership at least thinks I'm fit!!.

At our next meeting we have a video recording of Dud Charman's Aerial Farm lecture (Dud was RSARS 1288 - Ed.) and an interview with him and Ken Alford. G2DX/0893. It ought to be very good, We are lucky that we have such an enthusiastic TV Group in the Club who travelled to Dud's place with all their gear to record the material.....

.....I enjoy reading "Mercury", until this year I ran our NEWSLETTER but found that we did not get any feedback, so I dropped it. No doubt you find the same thing. If I got the call wrong or mis-spelt a word I heard all about it but otherwise there was very little comment. So goes it!.

Best wishes to all members....."

From: Jim, GM3HGA/0419, Aberdeen. ".....The trouble is I am hardly ever on the air these days. I still read the GB2RS News in this area on 3640 kHz at 1030 GMT on Sundays and, until very recently, that was the only log entry for two years at least!!! - until I started looking through some QSL cards (MP4TDA amongst them!), (MP4TDA was our worthy Secretary when he had brown knees, a sun-tan, khaki shorts and lots and lots of local Overseas Allowance! - The OWL). The dormant bug was reactivated, a dipole erected for 10 and surprise, surprise, all this coincided with a period of good conditions..... I shall be looking out for RSARS QSOs around 21170 kHz.

73

to all....."

POST BOX - Contd.

From: Tom Barrett, ZL3AGB/G4IGE/1451, Sumner, Christchurch, New Zealand. ".....The XYL, Pat, has been away for 11-1/2 weeks so I have been in charge here looking after the family of cats and myself, and being the general factotum. I think I managed to cope reasonably successfully - thanks no doubt to my Army training. It is now three years since I retired but I am finding plenty to keep me busy, going to school twice a week for French classes (this year I am taking Inter-Advanced French), and to Orchestra rehearsal on Monday evenings, as well as working in the garden and keeping up with my cycling. Again this year I participated in the "Fun Ride" sponsored by the Press, but this year I was not the oldest rider. This place was taken by a gentleman of 69. Despite some tummy trouble for which I shall be seeing a Gastro-Enteric Specialist, I hope to get a clean bill of health to do another overseas tour in the near future, so the Owl may well be hearing G4IGE/Cycling in the New Forest again.

At the moment (March '81 - Ed.) I have a job for 2-1/2 weeks in connection with the local Census which takes place in New Zealand every 5 years. For this I should receive a nett figure of some \$500 - a help for the overseas trip.

I am still not operating a base station but am on the air on 2 Metres from time to time, I have changed my rig to an FT-207-R and am now getting used to the push-buttons instead of the crystal changing!!.

My regards to all especially Kojak, Ray Ezra, G3KOJ, who was responsible for my becoming a member of RSARS. Best wishes.....".

From: Evan E. Reece. ZL1AGJ/1256, Auckland, New Zealand. ".....My, my....how time do fly....here am I with two B.P.O.'s in my hot little hands, and the days do pass, and I keep forgetting to send the money for my subscription to you...and perhaps you then forgetting to send on to me my precious copy of "Mercury"...so I better hurry or I be sad.

My English is usually very good, except when my poor uneducated typewriter cannot spell properly, but then not all of us whose language is English use the language correctly, not even that very English of journals, "Mercury". Herewith my sub., and my best wishes to all at RSARS and my British kin.....(Readers should be aware that parts of the "Mercury" draft are prepared by the OWL who tends to lapse into Hampshire English. Although many readers will not have heard of this particular language, some will have encountered it, if only due to being turned away at the County Border Posts having failed the Language Entrance Exam. Hampshire English dates from the days when Winchester, the County Town of Southamptonshire, was the capital city of all England, long before London was thought of, Hampshire English is, therefore, the historically correct English like how she should be spoke proper. - Ed.)

From: Dr. E. Squance, GI4JTF/1352, Holywood, Co. Down, Northern Ireland, ".....I trust the party the production team of "Mercury" had was a good one!!!. I assume this because my copy was paged as follows: 1/2, 5/6, 5/6. 7/8, 7/8, 9 - 18 OK, 21/22, 25 - 38 OK, 39/40, 39/40, 41/42, 41/42. This could probably provide a tighter story for a future edition as somebody must be short of pages 7/8, 5/6, 39/40 and 41/42!!!....." (I'm afraid the OWL has a distorted sense of humour, Harry, and he only told the Catterick gang what he had done as the last copy slipped into the pillar-box. Trust the replacement copy arrived safety - Ed.)

From: David Lamont, G3WPV/1386, 51 Essex Close, Bordon, Hants. "Just a few lines to let you know that I am now on the air with a new get-you-anywhere, does-everything-but-make-tea Yaesu FT-101-ZDFM feeding a 20 Metre dipole with telephone(!) wire. I will be on the other bands as soon as I can erect a Long Wire and a Vertical. I have a slight case of TVI a couple of doors away but I think this can be cured. I must also thank Ray 'EKL and Dave 'ETG for their great help in getting me back on the air, and into the swing of things again." 73 David.

Not a letter, but an eye-ball at Ally Pally informed us that A.E. ("Tim") Harrowell G3IMI/0703, can now be found at 31 Eastfield Crescent, Finedon, Wellingborough, Northamptonshire, NN9 SDJ. Hope you will soon be back on the air, Tim.

POST BOX - Contd.

From: Ken, G4EEC/1176, Cobham, Surrey. ".....I was very interested to read the article by G3AFD on the 1/2 kW "Pack Set" as I used one of these in the "Wireless" Troop of 1st Cavalry Division Signals, Australian Military Forces, in 1922 to 1924. The set must have been in use prior to 1915 as a description of it is given in "The Handbook of Technical Instruction for Wireless Telegraphists" by Hawkhead and Dowsett, 1915 edition.

Instruction (e) was necessary because the battery and potentiometer created a potential across the 'phones which tended to demagnetise the magnets in the earpieces if it was applied the wrong way round. My recollection is that one detector was carborundum and the other was zincite/bornite. The potential from the battery was to bring the detector to the "working point" as it was called. This was the point of greatest sensitivity of the crystal. The exact technicalities need a good deal of explanation so I'll not try and add them here. This pack set was followed by a much more easily transported "Man Pack" set but time has erased the type from my memory. I do recall the details though and perhaps some kind member will supply the type details. The set was powered by two 6V lead/acid storage batteries. The TX used one Marconi(?) Type 'R' valve and the RX had two of these valves in a Det./LF Amp. configuration. There was a small wavemeter for tuning to the required frequency by setting a variable capacitor in accordance with a table pasted inside the lid. I think the valve filaments were for 4 Volts so there must have been dropping resistors in the circuit. Reverting to the 1/2 kW Set, the "blip" at the l.h. end of the potentiometer represents a switch which opened when the slider was returned to zero; this opened the battery circuits. I have some photographs of the "Man Pack" Set. One shows the rig laid out on a groundsheet and there is even one with a very young G4EEC (then 2VZ) at the key!! Best Wishes....."

From: Gordon Chaplin, G3UTW/0535, Harpenden, Herts. ".....Re Puzzle Corner "Mercury" 3/81 - I expect you will have received several solutions by now, but I am enclosing mine, together with my method of working it out. Briefly this consists of drawing a 5 X 5 matrix square and labelling the axes with the required information. Then tick as many squares as possible with correct information and fill in the remaining rows and columns with X's. By constant reading and re-reading the clues and also comparing different blocks it gradually narrows down to only one "blank" in a line and this then sets up another set of information. For example: if you tie up Clue 9 with Clue 14 then No. 2 must be blue and from Clue 5 either No. 3 is Black and No. 4 is Green or No. 4 is Black, and No. 5 is Green; thus No. 4 must be Green or Black, and so it goes on. I am also enclosing a photostat from a Readers Digest Puzzle Book printed many years ago. They "pinched" the Zebra Puzzle (basically the same as the "Mercury" puzzle - Ed.) from "Life International". If this puzzle should look rather familiar we might ask "Which came first, the chicken ("Jimmy") or the egg ("Life International")? Best 73....."

From: Ken. Lott, RSARS 1669, Catterick Garrison. N. Yorkshire. ".....Having become interested in Amateur Radio recently I have read some very engaging letters and comments, now is the time to add a couple of ideas of my own.

In a letter to "Mercury" from Norman Fitch, Hon. Sec. ARMS he said "The RAE is now so simple that only a real moron could not pass it after a few weeks of study". With that statement I wholeheartedly concur. However, if you become interested in AR as I did in March, it means a wait of 9 months before you can get on the air!.

Now while being an SWL is great fun it is by no means the same as being able to transmit!. Surely with the advent of the obviously very popular CB channel the time is now right to make some changes. Should the RAE not be run more frequently, say perhaps every three months and invigilated by recognised clubs and Societies? Alternatively, create a 'C' or Novice licence that could be obtained after a short course in basic radio techniques, interference and the like. This has been tried in New Zealand and they don't have a CB problem!!!!. Yours Faithfully Ken Lott.

(Thank you for your points, Ken. Perhaps the RSGB might like to comment on your suggestions via "Post Box" - Ed.).

POST BOX - Contd.

From: Mike Hollebon, G4HOL/0609, Falmouth. "...1980 saw me get into DXing with an indoor VK2ABQ antenna with encouraging results. Looking forward to the Spring DX conditions again now.....

Letters from members are always welcome, and will be considered for publication unless endorsed "NOT FOR PUBLICATION".

A NEW BEACON STATION. RNARS.

The Stanford University near San Francisco has set up an interesting experiment involving a beacon transmission with 10 dB steps of decreased power from 100 W to 100 mW. The beacons details are as follows:

Frequency : 14100 kHz.

Transmission times : On the hour, 15, 30 and 45 minutes past the hour.

Transmission sequence : QST QST de WB6ZNL WB6ZNL (at 100 Watts)

9 seconds dash at 100 Watts

9 seconds dash at 10 Watts

9 seconds dash at 1 Watt

9 seconds dash at 0.1 Watt

9 seconds dash at 0.01 Watt

73

VA

WB6ZNL

The University Radio Club would be interested in regular reports from overseas SWL's and reports should be sent to The Campus Radio Club, Stanford University, Nr. San Francisco, California, USA. (Reprinted, with acknowledgements, from RNARS Newsletter).

* SILENT KEYS *

It is with sadness that we report the passing of Dick, G3PHK/No. 144 on the nominal roll". A man of large stature and even larger heart, it is hard to imagine the hobby of Amateur Radio without G3PHK and his warm and friendly attitude. If a book could be written on the life of 'PHK, from his early days with London Transport through his service in

GONE BUT NOT FORGOTTEN.

Grandpa Owl, on one of his very rare visits (from the Harrogate area it is believed) to the tropical South noticed with much sorrow that the Cavalry Barracks in Canterbury which once housed 4th Division Signals has vanished into thin air!!.. Shades of nostalgia.

***** THE OWL'S BIT ***** *****

During one of the two fine days we have had so far this year, the Owl visited one or two of the many Radio Clubs around the country. He was pleased to see active RSARS participation and noted the following: Howard, G8FG/0838 is RSGB RR17, G2DRT/0322 is RSGB RR 6 and GI8AYZ/0058 is RR15. G3COP/0681, G4BKU/0259 and G2BAR/0995 have been elected to the Committee of the Bristol RSGB Group. G3NOF/0827 and G3DSS/0003 were both seen at the Yeovil Club, where 'NOF' is Hon. Sec. G3NVK/0138 is Secretary of the Melton Mowbray Club. G3VWK/0423 recently gave a talk to The Cornish Radio Amateur Club on -You and your Test Equipment-. GW3GHC/0098 is the person to contact if you require details of the Cardiff RSGB Group. G2MI/0961 and G3AMF recently gave a talk on "The Early Days of Amateur Radio" and G3BA/0409 recently presided over the RSGB National VHF Convention. G3NXM/0136 spoke on "HF Aerials" to the Northern Heights A.R.C. and DA1PR/1065 was seen revisiting the Hornsea A.R.C. - a Club of which he used to be the Chairman. G3OUF/0189, the General Manager of The Radio Society of Great Britain, gave a chat to The Vale of the White Horse A.R.S. entitled (what else?) "The RSGB". GW4KEV/1563 spoke on "Royal Signals Activities" to the Merion A.R.S. and G3VA/0663 chatted to the East London RSGB Group on "Technical Topics and the DC Receiver". Perhaps the strangest venue that the Owl found was the Register Office in Melton Mowbray where our tame ladder-climbing Registrar, G3NVK/0138, gave a talk on "Some Aspects of the Law and Births, Deaths and Marriages". Well done, everyone.

G3YNT employs an artist to decorate his RSARS QSL cards. Expertly done in shades of red, green, orange, mauve and blue, the cards are unsigned but the Owl has it on good authority that the artist in question is the junior op. at G3YNT, Helen, aged nine!!.

G3XCS/0080 was the QSL manager for EP2SL. Ex-RSARS member G2CKM/1097 is now in the United Arab Emirates but is unable, at present, to get a license. G3RFI/0133 is looking for a 4D22 or 4D32 valve, also a Hellschreiber RX printer. GM4DAE/0'150 wants a circuit diagram for a Venus SS2 SSTV Monitor. Loan, buy or photostat copy. VK3NAW/1511 has been posted to VK4-land which has left a bit of a gap where "Jimmy" (the journal of the Australian Chapter of RSARS) is concerned. However, the Owl understands that Les, VK2NLE, ably assisted by Renee his XYL, has come to the rescue. Whilst on the VK scene, the Owl was around Sydney about the middle of April and found George, VK4XY, on holiday there. Whilst in Sydney, George showed a number of photos of his trips to Mellish Reef and Willis Island at a get-together with some of the RSARS VK2 boys.

VE3QE was the first RSARS member to claim the Australian Chapter RSARS Award - congratulations from all members. He was closely followed by GM3PIP (No. 2), G3XSN (No. 3), and G3UAA (No. 4). VE3QE has been known to be found around 28.466 Mhz around 2300 hours GMT. Other Canadian members who may be found lurking around 10 Metres include VE3WA (Bill), VE3IVM (Frank), VE3CDM (Ted), VE3AX (Walter) and VE3GGL (Archie). The OWL was interested to read the following regarding Len Salaman, RSARS 1283 "Len Salaman's antique, much repaired, alarm clock finally expired, so he was pleased when a raffle ticket at Harlow brought him an all-singing digital watch. For a month he rose blithely to the strains of "The Yellow Rose of Texas", then the novelty wore off and he failed to be woken. Delighted to read in "Radial" that talking clocks were now available, he got one, and enjoyed hearing it sound off, and the repeats. That lasted for about six weeks, because in waiting for the repeats he dropped off again. His next brainwave was to put the singing watch in the next room with hound Scarlett, set to start singing 30 seconds ahead of the talking clock so that Scarlett bounded in to complete the waking process. Three weeks later... that brown hound decided that he couldn't stand the "Yellow Rose" any longer, and has taken to coming in early and going to sleep at the foot of Len's bed, so that neither of them hear the alarms now. Suggestions are now being invited by Len!" (Tnx, "Radial"). G2UV/0330 retired from being a Post Office Travelling Security Executive Officer 21 years ago!.

THE OWL'S BIT - Contd.

The Owl. saw him briefly at the RAOTA AGM at Brighton (Tnx, Radial).

G3VWK/0423 has been elected Vice Chairman of the Computer Section of The Cornish Radio Amateur club. The June edition of "Breaker on the Side" ("Your Citizens Band Magazine") tells us that the "S" Unit is "The S-Meter reading of Wattage", that "Brush your Teeth and Comb your Hair" means "Radar Trap Ahead, slow Down" and that the "13" (or "Insult") Code includes "13-1 = All units can copy you and think you are an idiot", "13-2 = Yes, I copy you but am ignoring you", and "13-22 = Lady, is that your voice or did you install a steam whistle?". Incidentally, the same mag. tells us that the international "Q" Code signal "QRA" means "Name for Handle" (No, the Owl doesn't understand it either - Ed.). Since January 1st 1981, Alf, G3UAA, has worked the following on or around 21.170 MHz : VK2NLE, VK2DGS, VK4CD, 9H1BB, VK5NKP, G2CDN/ZS6, VE3WA, VK2DRS/4, VK2AKP, VK2NYI, LA2QAA, VK2PFM, VK2DDW, 9H1FS, VK6NIJ, ZL4IJ and WA2YBR. Listening around the bands the Owl noticed that the operator at ZS6XC sounded very much like G2CDN/ZS6. Could this be Rex under his new call? (Tnx, 'UAA). Talking of G3UAA, the Owl was recently in the shack at 9H1BB where things were all set for a sked with 'UAA. However, Alf didn't turn up. A quick dash home found that Alf was not at home, but friends told the Owl that he missed the sked because he was in Wimborne in Dorset buying a new caravan. (Possibly with the intention of running very comfortable /M, /A and/or /P operation!.)

There is a possibility, according to the Owl, of members hearing F0FUU later this year. And who is F0FUU you might ask? Actually it will be a certain G3NVK, possibly riding a bicycle with strings of onions on the handlebars and wearing a beret, and to be found in the ROUEN area. And talking of G3NVK, the Owl informs us that Mr. and Mrs. G3NVK together with a few brace of broody pheasants were to be seen recently on the Belvoir Estate of the Duke of Rutland at Belvoir Castle. He doesn't know what the broody pheasants were doing but Dick was, apparently, out for the day with the intention of "upping" his VHF score. Dick would like to thank G2FRY/0289 who gave him QSO No. 19. When the Owl left Dick was still trying for QSO No. 20!

Don, G3BGM and Robin, G8LT, were both ÆOX on the Inter-schools War Office Net around 1934-36. ZS5YY/1686, Ray Hughes of 9 Perth Road, Westville, 3630, Natal, South Africa is trying to contact G.R. Ient who was 22821116 some years ago. G8XUF/1668 of No. 11 Brookside, Canon Pyon, Hereford, Hereford and Worcester, HR4 8NY would like to hear from WO II (Y of S) Tony Wydell, and G8WIW, Tim Elsey of SHAPE would like to hear from G8FYJ.

Whilst in New Zealand at the end of last year the Owl was reading a copy of "The South Land Times" over ZL4IJ's shoulder (I do wish we could break him of that habit - Ed.) and remembers seeing the following: "His name was Tetauawhareekikeri Tepukahuoteranginatehaukorekeretamaarapa. (Or was it Tepukahuoteranginatehaukorekeretamaarapa Tetauawhareekikeri?). At any rate his friends called him Kerry. He wanted to join the Southland A and P Association, which was fine. The problem was that they went to put his name on the computer and it wouldn't fit. The moral of this story is two-fold. In this computerised age if you want personal attention have a name with 56 or more letters in it. However, if you like computers, don't be born in a marae when the Southern Cross is the only constellation in the sky. That's how Kerry came by the longer of his two names. for anyone thinking there might be more than one Tetauawhareekikeri Tepukahuoteranginatehaukorekeretamaarapa - this one comes from Colac Bay."

Eavesdropping recently on a conversation by G3NVK (I do wish we could stop him doing that! - Ed.) the Owl noted a comment by Dick concerning the G3XSN/G4IHS twins. "If Julie (XYL, G3XSN) offers Bert and Gerry a meal, does this make her a TWIN FEEDER?. Or would she have to COAX them?". It would appear that the Owl also "doctored" the "Mercury" copy which went to G2YS, John getting 3 X pages 3/4, 2 X 7/8, 2 X 15/16, 2 X 17/18 and 4(!) X 19/20. John asks "Is this one of the Owl's coded puzzles?" No, John, just a distorted sense of humour on the Owls part and faulty collation. Sorry!.

SOME EXPERIENCES WITH SPECIAL SIGNALS, 1939 - 1945. Part I.
G3BGM/1539.

The last few years have seen the gradual relaxation of the security ban on the breaking of machine ciphers, starting with Farago's "The Broken Seal" (Japanese, 1967) and culminating with Read and Fisher's "Operation Lucy" (German Enigma, 1980). Winterbottom jumped the gun with a very inferior account of the breaking of Enigma in 1977, and since then many others have been turning their chairborne experiences into profit. So far I haven't seen an account of the active side of the operation, and in justice to the men involved, some of whom came from the regular Corps of Signals, and who may have been colleagues of RSARS members before they disappeared into the secret organisation of Special Signals, from which there was no return for the duration. I feel that it is high time that something of their work was revealed. In the following account nothing is given away which is not already known to both our allies or our opponents of those days. The evaluation of the facts is my own.

In June 1939 I was called up (remember the Militia?) into the 43rd Light Infantry at Oxford, and after Basic Training became a L/Cpl in the Signal Platoon. When the Battalion went to France without me I began to think that there was something wrong, but in March 1940 I arrived at the Royal Signals O.C.T.U. at Mons Barracks, Aldershot. In December 1940 I was posted to the Special Operator Training Battalion at Trowbridge, where No. 2 Wireless Group was being formed. Having operated my School Club station G5MC in 1935/36 and attended a summer school for economists at Munich University in 1938, I suppose I was a marked man, but I was not to know at the time. By March 1941 we, the advanced party of No. 2 Special Wireless Group, were ensconced in the King Farouk Museum, Heliopolis.

The task of No. 2 S.W.G., as we now realise, was basically threefold: (a) To cover tactical and strategic Enigma groups for the code-crunchers to work on in Britain; (b) To crack on the spot lower level Italian and German codes and ciphers; (c) By traffic analysis and D/F to build up information on the opposing order of battle. The Mobile Section of 2 S.W.G. was sent up to HQ DESFORCE (later HQ 8th ARMY) at MA'ATEN BAGUSH. Later smaller Corps S.W. Sections were attached to each Corps Headquarters as they arrived and took up positions. The S.W.G. were equipped with HRO's and, in theory, three each of Marconi HF and LF Adcock D/Fs. In fact only 2 MFs and 1 HF were available; the remainder had been transferred to the RAF as a higher priority. For communication between D/Fs little provision had been made, presumably it was imagined that land-line would be provided. There were two elderly 'C' Sets which never left their boxes.

As Junior Second Lieutenant I got the Job of erecting a combined HF and LF D/F station in the desert near HELIOPOLIS, to be controlled by land-line from the Museum. We did the whole thing, plus calibration for the northern 180° in three weeks; about five months and one week shorter than it took the Marconi Company to do the same at Sarafand. We were assisted by 100 Egyptian workmen, whose enthusiasm flagged during Ramadan. Sgt. Vic Willis, with white knees like myself, bestrode the six-foot trenches and shouted "Shuv, shuvalek!" which he and I thought meant "Get a move on". Later we learned it meant the equivalent of "Mind your own business!". Sgt. Ratcliffe, brown knees and a regular, fraternised with the Italian Sgt., i/c 20 prisoners, who immediately rumbled what we were doing, exclaimed "Goniometro" and brought along a much better Italian theodolite from his camp the next day. Somewhere in the desert not far from HELIOPOLIS there are, to this day, four concrete blocks as mast bases accurately spaced at 300 ft. diagonals marked "RATO & Co S.A." in honour of our Italian helpers. Six feet down there should be in all sixteen beautiful copper earth mats, enough to set up any Top Band fan for life.

Guarding this little station during dark nights presented difficulties. We were apparently too secret to be guarded by mere Infantry, white or brown, and operators could not be spared from the watches. One night charging engine and a spare HRO disappeared from the battery hut 100 yards to the south of the D/F huts. I was up in front of Col. Oliver, who sent me to the HELIOPOLIS Karakol (police station). "Don't worry, lad", said the imperturbable Brit whose job it was to liase with the Egyptian Police "What does an HRO look like?". Two days later both were back; in the days of the Empire we also had our methods!!.

SOME EXPERIENCES WITH SPECIAL SIGNALS, 1939 - 1945. Part I - Contd.

Though Sgt. Ratcliffe and I were proud of our calibration, which was pretty good considering that we were using non-standard Telcon for buried feeder, he shortly had a shock when one of the groups we were watching - Enigma Red - which we were told was the main German Air Force Operational, started showing bearings cutting through Turkey, Syria, Iraq and, finally, Persia. This was of course, the German attempt to cut off MELF from Russia by backing General ZAHEDI in Persia. Prompt action by another branch of the Service forestalled this ugly threat, which has been described in Fitzroy Maclean's book "Eastern Approaches".

Meanwhile my colleagues up with MOBSEC had been getting their knees brown. If anything had been learned about German tactical radio traffic in France it had never been passed to us at Trowbridge. MOBSEC arrived at BAGUSH with no HRO coils capable of receiving under 3 Mc/s. having been told that they would not need them. They discovered that 4th Indian Div. Signals had for some time been doing their own private Sig. Int. (in the best of British tradition) under an enterprising Lieut. Barkworth, rumoured to be a nephew of Churchill's. They had found that all German traffic below Division occurred between 1.2 and 3 Mc/s. and that some of it was in crackable three letter cipher. To speed up the process, Barkworth used to ring up the Divisional artillery for early morning stonks on two maprefs, up came the Gerry artillery spotters reporting activity, and, Bingo!, the day's setting of the Stosslinie (thrust line) was cracked.

Very soon MOBSEC was adding its expertise to Barkworth's pioneering and we were having considerable success in spite of the extremely good discipline of our opponents. They almost never used R/T on anything but inter-tank VHF (10 Metres), and for CW they used star working, making it difficult for any but experienced D/F operators to sort out D/F bearings. The Italians were nearly as good, but their operators loved a flashy swinging style (dah dit dit dit dah) and often gave away call-sign changes by individual "fists".

It was decided that we needed more Adcock D/Fs for the coming push, so we manufactured two more HF D/F goniometers in the group workshops (Marconi Company, please note!!). Capt. Lionel Phillips. Cpl. Tommy Tucker and Lieut. David Gifford Hull (G2CUA) did this. By this time we had realised that the original Marconi receiver was unsuitable for the job as it was not possible for the operator to get on to a new frequency accurately or quickly. The same went for the HRO, but BC-312's were beginning to become available from the armoured workshops in MAHDI, and we made a successful case for them. So, armed with several lengths of iron pipe for aerial masts, two "Chinese" HF Adcocks, a 'C' Set (in case the land-line broke down), yours truly, with his knees only slightly browner, reported to G2RJ, who was in charge of MOBSEC at BAGUSH. At BAGUSH a GSO1, with a twinkle in his eye, told me "You'll know if you are on the right track for SIWA when you get to the Rest House at BIR FUAD, about half way". He was right - there was a small cairn of stones there, marked "REST HOUSE".

While I had been waiting for the TM Section to complete their Chinese goniometers, CRETE happened, and the first captured equipment fell into our hands; the Tornister Funk b used by parachutists and infantry in the early stages of the war. It was a large plywood box with straps for the back, used 2 Volt metal cased battery valves, with separate RX and TX and worked on 5 Metres with an output of 1 Watt. What impressed us was its frequency stability and ease of operation - just tune for maximum. It also had the first example of a sectional ground plane aerial we had seen. As it happened an old friend, F/Lt Pat Henessy was visiting HELIO with an RAF Special Signals Flight, a Wellington crammed with S27's and other F receivers in its belly, with which he was making night flights over CRETE and GREECE to induce German and Italian radar to give themselves away. For an afternoon we flew around HELIO working out the range of the Torn Fu b in a ground-air capacity - about 35 miles, in fact.

Later, as the war in the desert hotted up, 2 S.W.G. became the repository of whatever captured equipment we did not actually press into use, and G2CUA got himself a job for the duration, analysing and testing the stuff, first at M.E. and later in London.

At that time in history there is little doubt that the German equipment for forward operational use

SOME EXPERIENCES WITH SPECIAL SIGNALS, 1939 - 1945. Part I - Contd.

was superior in almost every way; nobody has ever asked my opinion, but "Mercury" is as good a forum as any, and what I am about to say may stir up a fruitful discussion. Suffice to say that I found the Americans far more open to the experiences of the operator on the ground than any delegation of top brass from our side.

(a) The transceiver idea, which the British followed in a number of their sets, was at that time a mistake, and too clever by half. In the field operators followed each other up and down and lost the Net. It was only their superb operating ability which enabled the Long Range Desert Group to keep in touch with their 11 Sets, and even then base preferred to use a separate receiver.

(b) The frequency bands used by the British army were unsuitable for night work, and lower formations lost contact due to the QRM. By keeping lower formations on VHF the Germans avoided all this.

(c) The use of 10 Metres for all AFVs (10 Watts and 20 Watts Senders) with adequate power to punch through all likely obstructions made D/F difficult for us, and meant that we had to find high ground or get close to intercept.

During the summer of 1941 there were occasions when the 10 Metre band was swamped by German activity on the Russian front, but usually while the range was adequate for their operational purposes, it was not adequate for us to cover for intercept purposes. During the Battle of Sidi Rezegh we had two South African armoured cars out manned by German-speaking Poles. The results were not useful enough to continue with, as the interpretation of the facts gained needed more background than one could carry around in an armoured car. Besides the Poles, a splendid body of men, hadn't come out of Russia to sit around listening to the Jerries, they wanted to be at them.

(d) German equipment was already designed on the principle of sections for forward maintenance and repair. In all but the most QRP sets, such as the Torn Fu b, frequencies were accurately shown and there was perfect frequency stability and built-in crystal checks. A group would be told to operate on 3.750 MHz., and that is where they could find each other, ± 1 kHz. This simplified signal plans.

To sum up, German equipment was designed for the consumer on the spot (in more senses than one), the operator or infanteer, and kept simple and extremely reliable. Contrast this with the 19 Set, which cluttered up available channels with low grade chat, and was under-powered on VHF; or the 18 Set, which was useless in CRETE because it could not QSO at night; or the dear old 12 Set (of which I still have one) designed by "hams" for "hams". but needing a 15-cwt truck and an alternator for power. Are there still lessons for British industry, or have we finally learned them?

I must stop moralising and return to SIWA, which apart from the mosquitoes (mepacrine was just coming in and I had to Court Martial and send back a young Scot who refused on principle to take it) was a idyllic spot. The Headquarters and workshops of the Long Range Desert Group were in one "Beau Geste" fort above the mosquito-ridden plain and we were in the other. Every week the Mamour (Egyptian Governor - a Major who might have been Nasser who was exiled to SIWA about that time) came up with a gift of fresh vegetables as a prelude to a permitted conversation with his wife in ALEXANDRIA.

Every midday Siwa Bill, an Italian Biplane, came over at 200 feet to see what was happening; by that time we had covered over the excavations and were swimming in Cleopatra's Pool, beautiful cool artesian water with bubbles in it.

To be continued.

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### DONATIONS.

The Society acknowledges, with grateful thanks, donations received from 1 February to 31 May 1981 from the following: G3BGR, G3HTB, G3NVK, G4FUT, G8ZXQ, GM6AOR and, of course, ANON. Many thanks, all.

## TO WHAT LENGTHS DO YOU GO?.

G3NVK/0138.

(Or: some thoughts on the 80m dipole for confined spaces.)

The QTH of G3NVK does not lend itself to the erection of a normal 80m dipole. The plot is 30 feet wide and 90 feet deep but was the best that could be obtained when the house was commissioned several years ago. Radio was certainly one of the foremost considerations in mind when the plot was selected and at least has the advantage of open fields to the rear which cannot, due to planning permission, be built upon.

A vertical for 80m was quite out of the question and would not have given the desired UK and European coverage, albeit allowing a modicum of DX potential. A horizontal aerial of some kind was therefore a must.

Ask any amateur the length of an 80m dipole and he will reply indicating a length of around 132 feet. Study the following table and see the true answer.

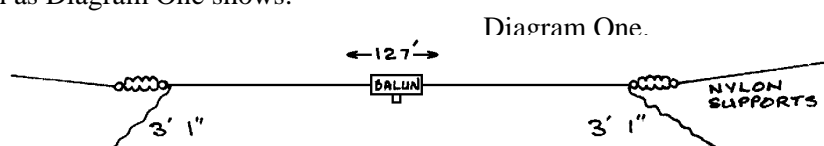
TABLE ONE.

| Frequency. | Dipole length in Metres. | Dipole length in feet. |
|------------|--------------------------|------------------------|
| 3500       | 41.40                    | 135.82 (135. 10')      |
| 3525       | 41.11                    | 134.87                 |
| 3550       | 40.82                    | 133.92                 |
| 3565       | 40.62                    | 133.26 (133. 3')       |
| 3575       | 40.53                    | 132.97                 |
| 3600       | 40.25                    | 132.05                 |
| 3625       | 39.97                    | 131.13                 |
| 3650       | 39.70                    | 130.25                 |
| 3675       | 39.43                    | 129.36                 |
| 3700       | 39.16                    | 128.48                 |
| 3725       | 38.90                    | 127.62                 |
| 3740       | 38.74                    | 127.10 (127. 1')       |
| 3750       | 38.64                    | 126.77                 |
| 3775       | 38.38                    | 125.92                 |
| 3800       | 38.13                    | 125.10 (125. 1')       |

It became apparent immediately that the length of the aerial varies between the two band edges by some 10 feet 9 inches and between 3565 (our CW Net frequency) and 3740 (our most used 'phone frequency) by 6 feet 2 inches. A mid-band length of 130 feet 3 inches at 3650 could be accommodated by the ATU for these frequency excursions but it was felt that to make the aerial more efficient a resonant length was better, using the ATU only incidentally as a filter against TVI. G3NVK uses a KW2000B Transceiver, a KW600 Linear amplifier and a KW107 Supermatch cum SWR Bridge, Power Meter and Dummy Load and this ATU is very efficacious in accommodating non-resonant lengths.

What length, then, to use?! Operation was to be mainly on our 'phone frequency with odd Contest-enforced migrations to our CW frequency and rare appearances on the top 10 Khz when the urge to stay in bed on cold winter mornings was overcome!!.

Construct the aerial for 3740 was the idea; make it completely self-resonant there, and be prepared somehow to lengthen it for operations on the CW end of the band. This was easily achieved by NOT terminating the aerial top at the ribbed Pyrex insulators used at both ends, but by continuing the length of the top to the requisite resonant length for the CW end and folding back those extra lengths onto the main length of the top when operating at the 3740 spot. The insulators were placed at the 3740 length as Diagram One shows.

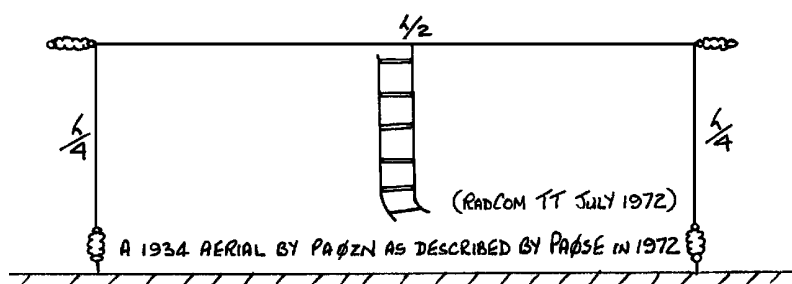


### TO WHAT LENGTHS DO YOU GO? - Contd.

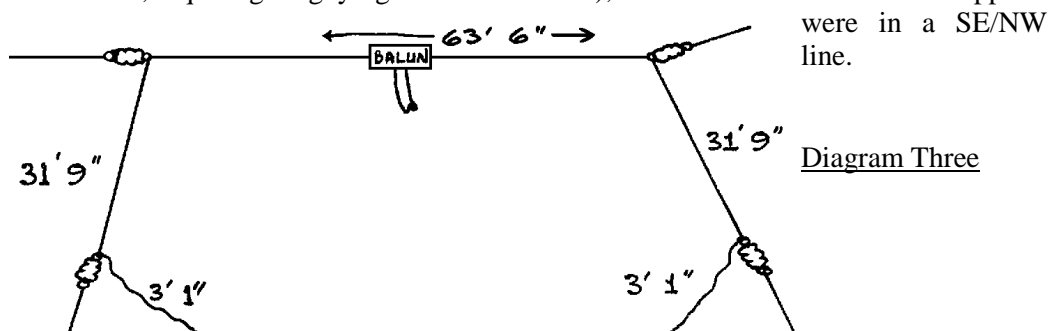
The function was then to open up the full length of the top when operating at the CW end of the band and fold up the unrequired length, back on to the main run, when operating at the 'phone frequency. When opened up, the resonating lengths, being of insulated wire, would be laid along the nylon end supports. Indeed by use of plastic coloured tape markers on the extra lengths, following the careful use of a good GDO, the aerial could be made totally self resonant on any frequency between 3565 and 3740 and on each frequency the aerial would be at its maximum efficiency and not reliant on the ATU to tune it.

Noting the maximum length to be 133 feet 3 inches it was still not capable of being erected in a high straight line within the plot and in any case access was required at the ends for folding and unfolding the resonating lengths.

A design of 1934 by PA0ZN was discovered in an old textbook and is reproduced here (Diagram Two) for those who may not have seen it and who may have more space available and the necessary high supports.



This gave the clue to the possible configuration for the best layout at G3NVK. My modification to the design is shown in Diagram Three. The available supports were a 30 foot telephone pole (which serves as the station mast, requiring no guying all over the lawn), and the house eaves. These supports



22 gauge copper wire is used throughout for the top, with the resonating lengths being of insulated wire (the high voltages present at the near-to-ground level ends are a potential hazard to tiny hands and urinating dogs!!!). A Balun (again from the KW stable) was introduced in the centre and the whole fed with low-loss co-axial cable. The bottom insulators lie about 3' 6" above ground, tensioned by nylon supports.

Two years of continuous use have proved the UK and Continental outgoing signal to be quite potent using the KW-600 at 350 Watts RF output p.e.p. and incoming signals from all parts are well received. The States and Canada can still easily be worked at the top end of the band on Winter mornings using the ATU for resonance. The SWR curve was plotted without using the ATU of course and found to slope gently across the band from the resonance point to just below 2:1 at the band edges it the resonating were adjusted to make the aerial resonant at mid-band.

### TO WHAT LENGTHS DO YOU GO? - Contd.

The power losses at these levels were of no great importance as Table Two shows.

TABLE TWO.

| S.W.R. | % Power Loss. | Power Loss dB |
|--------|---------------|---------------|
| 1      | 0             | 0             |
| 1.5    | 4             | 0.2           |
| 2      | 11            | 0.5           |
| 3      | 25            | 1.3           |
| 5      | 44            | 2.6           |
| 10     | 67            | 4.8           |

Whatever is said about SWR there is not a vestige of reflected aerial current shown on the KW-107 meter when operating the resonant aerial and the pundits may say that the introduction of the ATU as an ATU would have no loss effect at all, so was it really worth it?. Well, I think so, but you must judge by my signal and the reports I give you.

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### IF YOU RIDE IN A BEAMO - TAKE CARE!.

YK2NLE/RSARS 1422.

(The following "short story" was stolen from a recent edition of "Jimmy", the journal of the VK/ZL Chapter of RSARS, with due acknowledgements - Ed.)

I was tuning idly around the band and, much to my pleasure and surprise, I heard the familiar voice of Gordon, VK2DGS, who is en route to the U.K. and is due there in early April. He was acting as the Second Operator of Station YB1AEE, the First Operator being Mike, the QTH Bandung in North Java.

Gordon did ask me to QSP to his wife Marjorie that he was well, but here is his story.

The Indonesians are very friendly, but beware of the "touts" there. I wanted to get on to a mini-bus called a Beamo. It is just a 10-cwt Utility truck, and they crowd you in like sardines. The touts there just push you into their own bus (Beamo) with dire results. I wanted to get back to my beach hut to get everything ready - washing, etc. - to go to Jakarta the next day.

I was offered a lift in a Beamo, and the locals in the truck were trying to learn English, and pointing to and touching my arms, hair, nose, watch, etc., and they were discussing translations of various articles with me.

After a while, I realised that we were going the wrong way. I was told after I protested that we were almost there at my beach hut, and that it was the right way. I insisted that we should be going the opposite way and, after some arguing they suggested that I should get another Beamo. This I was glad to do, but after they drove away. I realised that the "friendly" hands touching my arms, etc., had, in fact, lifted my wallet. Fortunately, I had most of my money in a money-belt. So, the moral is - do not practice English with them as they gesture, point and touch one's watch, etc.

73 de VK2DGS/1483.

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### OWL EXTRA

(Editors note - For members who have not had the pleasure of meeting RSARS 0004 and 0120, they are one of our very few husband and wife teams where both are licensed. The following has nothing to do (as far as can be ascertained) with The Equal Opportunities Act. The Sex Discrimination Act, etc. - Editor).

Members 0004 and 0120 passed the OWL recently on their way to keep a rendezvous with a G3\*\*\*. They were monitoring 144.3 Mhz by prior arrangement after a 'phone call from 0004.

"G3\*\*\* this is G3JZP/Mobile. Just approaching Exit 29. Can you talk us in please?".

"G3JZP/Mobile this is G3\*\*\*. Hello there, I take it that you're Mrs. G3EJF, Break".

G3\*\*\* from G3JZP/Mobile. No, he's Mr. 'JZP".

## THE 1/2 KW SPARK SET - MORE MEMORIES.

G8PG/RSARS 0026.

(The recent mention of the 1/2 KW Spark Set prompted an interesting letter from Gus Taylor G8PG. Gus writes "The last time I looked at such a circuit was in 1945, but it all came back to me!! Most interesting, and I'm sure that someone in the Society must have operated the beast.". In closing. Gus mentions that his letter was signed with the pen of "The Best Mercury Article Award" for 1978 which he also uses to sign all the Awards for the G-QRP Club - "Smashing Award the Mercury one". - Ed.).

The set depicted in the last "Mercury" appears to be a transportable version of the standard 3 wavelength Marconi Marine Set.

Taking the transmitter first, assuming that the key is pressed the condenser in the primary circuit is charged from the transformer secondary output, and at the approximate instant that this charge reaches maximum the contacts of the rotary gap are in a position to allow a discharge to take place across the air gaps between them and the fixed contacts (the rotary gap is the thing which looks like a multi-lead IC symbol just to the left of the transformer on the diagram). The discharge shock-excites the primary tuned circuit into oscillation at the frequency to which it is tuned, and these oscillations are inductively coupled into the secondary (aerial) circuit which is tuned to the same frequency. The output thus consists of a series of heavily damped wave trains, the number of wave trains corresponding to the alternator output frequency (usually 500 per second. giving a 500 Hz note). The one thing that is not too clear from either the diagram or the working instructions is how the mechanical drive of the rotary part of the spark gap was achieved. Normally it was driven from the alternator shaft, and I suspect that the same was true in this case, but if so was the alternator internal or external in the transformer box? I suspect the latter, and that the "high tension lead" mentioned in instruction (g) is in fact a lead from the primary circuit in the transformer box to the rotary gap on the alternator, even though no plug and socket connections are shown on the diagram. The alternator would be directly coupled to a petrol engine which functioned as prime mover.

The receiver appears to be a conventional crystal receiver of the period using the carborundum detector. This was less sensitive than the better known "cat's whisker" type of detector, but much easier to adjust and keep in adjustment (after spending time finding the most sensitive spot with the cat's whisker it could be knocked off the spot by nearby vibrations such as gunfire or size 12 hobnail boots clumping past). The battery and potentiometer were used to bias the detector to the most sensitive part of its characteristic curve. Provision is made to switch the detectors out of circuit and plug in a spare, and there is also provision for plugging in two pairs of phones in series if desired.

Aerial change-over arrangements are fairly simple, the detached contacts at the top left of the diagram showing the change-over switch in the receive condition. When the switch is in the receive condition the aerial is connected to the receiver input circuit and the key is disconnected from the transmitter (that took a little time to figure out until it was realised that the switch contacts are drawn on a swivelling basis, and swivel to the left for the receive condition). The working instructions give one other interesting clue in instruction (g) where "earth mats" are mentioned. These consisted of an area of copper mesh, probably around 25 feet square, laid on the ground and pegged down with copper spikes. This means that the aerial was probably an "umbrella" aerial, supported on a single telescopic mast and with the "umbrella" spread out above the earth mat with the aid of insulators, guys and spikes (incidentally, any present day vertical antenna enthusiast would probably mortgage his house to get his hands on a couple of those earth mats!).

By now some readers are no doubt gleefully muttering "always knew that he was about 100 years old!", but unfortunately they are wrong. Transmitter circuits of this type were in use in vast quantities on merchant ships during the period between WW1 and WW2, many survived through WW2, and the last of them went out about 1949. So, having somewhere in the junk box a 1st Class PMG Certificate in Radioteleggraphy, I had a very thorough grounding in spark techniques in the days of my youth. I also actually operated a spark set for several months during the Summer of

### THE 1/2 KW SPARK SET - MORE MEMORIES - Contd.

1939 when 2nd Radio Officer in RMS "Andania", call-sign GJBX. The transmitter was virtually identical to the one in "Mercury" except that instead of a rotary gap it used the much superior quenched gap (this consisted of a series of silver-plated discs separated by mica rings. Each disc had a groove around its outer edge. The magnetic field caused the spark to whirl outwards until it reached the groove, where the sudden increase in gap length extinguished it. This reduced damping, improved efficiency and made the note a little less broad. Only those who have used them can recall the joy of hearing a Q.G. purring along at 25 w.p.m. (a joy that could be shared by anyone else for yards around with no need for a RX!!).

Talking of receivers, the one we had in "Andania" was a direct conversion (or, as we called them, "separate hetrodyne") receiver using 2 Volt triodes - anode bend detector, oscillator and two a.f. stages. It was superb, and at night on 600 Metres I often heard stations up to 5,000 miles away. This is one guy who was in no way surprised at the performance claimed when the direct conversion receiver was "rediscovered" some years back. The best DX I achieved on that 1/2 KW Q.G. set was from the Gulf of St. Lawrence to our sister ship "Ascania" when she was off the Irish coast. Not too bad on 600 Metres.

Incidentally, when they called this a "Pack" Set they meant Pack Set, Mule, not Pack Set, Sapper!, and one feels that the wise RE wireless Officer would try to "con" Remounts into making them "Mules, Mountain" rather than "Mules. G.S.".

Would you believe it that in "Andania" our "last ditch" emergency transmitter was a 10-inch spark coil connected in place of the alternator/transformer!. Perfectly true!.



### HOW TO BE ONE-UP (OR MISUNDERSTOOD!).

G3DPS/0090.

The next time you have a Stateside QSO, make a note of the State your contact is in. Then check the following list. it shows nicknames of people from various States.

|             |                   |                |                          |
|-------------|-------------------|----------------|--------------------------|
| Alabama     | Lizards           | Nebraska       | Bug Eaters               |
| Arkansas    | Toothpicks        | Nevada         | Sage Hens                |
| California  | Gold-Hunters      | New Hampshire  | Granite Boys             |
| Colorado    | Rovers            | New Jersey     | Blues or Clam Catchers.  |
| Connecticut | Wooden Nutmegs    | New York       | Knickerbockers           |
| Delaware    | Musk-Rats         | North Carolina | Tar Boilers or Jackoes   |
| Florida     | Fly-up-the-Creeks | Ohio           | Buckeyes                 |
| Georgia     | Buzzards          | Oregon         | Webfeet or Hardcases     |
| Illinois    | Suckers           | Pennsylvania   | Penances or Leatherheads |
| Indiana     | Hoosiers          | Rhode Island   | Gun Flints               |
| Iowa        | Hawkeyes          | South Carolina | Weasels                  |
| Kansas      | Jayhawkers        | Tennessee      | Whelps                   |
| Kentucky    | Corn Thumpers     | Texas          | Beefheads                |
| Michigan    | Wolverines        | Vermont        | Green Mountain Boys      |
| Minnesota   | Gophers           | Virginia       | Beadles                  |
| Mississippi | Tadpoles          | Wisconsin      | Badgers                  |
| Missouri    | Pukes             |                |                          |

If your contact asks "What the heck are you talking about?", tell him that the above list was authoritatively published in Cassell's Saturday Journal dated --- Saturday 2nd October 1886!.



## THOUGHTS OF A NO LONGER YL.

By: Renee. Mrs. VK2NLE.

My husband. Les VK2NLE (nee Simons), has been asking me for a while to write something for "Mercury" on my feelings about Amateur Radio. So, here are some of my musings.

I no longer get irritated (except when I'm trying to watch a tape or the video cassette and the picture keeps breaking up); just puzzled. How can grown men, presumably intelligent and capable of earning a reasonable living, get so involved with what appears at most times to be almost childish, purposeless talk, sometimes into the early hours of the morning?. They all have "handles" instead of names; their wives have become "XYLs" (I must say here that I refuse to be one of those - I am no longer "Y", have never been "X", although I think I have always been an "L").

They use strange combinations of letters, such as QRM, CQ, QSL, QSO, QRT, etc., etc.. (Why so "any "Q"s?). Or maybe they get a feeling that they are all boys together, using some esoteric code language which makes them "different" from other mortals. Perhaps it makes them feel younger and more dashing.

I have often (accidentally) eavesdropped on Les talking to some of his contacts on the telephone. The conversation, to me, is often quite strange. They identify each other by code letters - apparently surnames are not the best way to do this. "Hector Bogtweedle, you know, Hectar, Zebra Hotel Banana, is coming down to Sydney next week. We're all going to watch his slides of the Blugong Delta. Want to come along?. This from a man who would normally run a mile at the mere suggestion that he should watch anyone's holiday slides!.

There is also talk of "working" a place - like Tokyo, or Katmandu or Middle Wallop. How do you do that?. "I'll see you on the air tonight" "See" you on the air?. What magic is this?. How do you "copy" or "read" people when you are only listening to them?.

So far as I can tell, the main topics of conversation are connected with the weather. How many degrees below zero in Saskatchewan, whether it has stopped raining in Manchester, London has had a sunny day (very exciting!). Also antennas. "Glad you've got your antenna up, old man". "Well, Wilbur, you're coming in, coming in five and nine, I say five and nine, Wilbur".

There is also the constant repetition, which I understand is absolutely necessary because there may be some distortion at the other end. (Actually, everyone sounds to me like a Dalek). "Wall, old man, I am going, going QRT now, going QRT. I will see you again, next Wednesday about this time, this time. I will be working, will be working, Zululand (or G-land, or some other far-off land) at this time, time, next week, next week". I wish I could remember some of the choice phrases I have heard being repeated - detached from the rest of their context, they sound so funny. I often think that repetition gives the speaker a few extra seconds to think of what he wants to say next.

And why is it that when two "Hams" talk to each other on the telephone they have to arrange another time to see each other on the air. If they had something to talk about, why can't they do it there and then, comfortably, instead of waiting to work each other under sometimes practically inaudible conditions "on air" at some later time?.

Even the reason for naming our Chapter magazine "Jimmy" eludes me. Perhaps it refers to a particular person? Or does it convey a feeling of boyishness, of being care-free?.

But after all that griping. I think it is only fair to say that I am very glad my OM has such a great interest in Ham Radio. I don't know how he ever found time to work, he is so absorbed in it. I don't wish to share his interest, but I am very pleased he enjoys his leisure so much.

73 to all

Mrs. VK2NLE.



## RECITATION.

By, THE OWL.

It puzzles me why the word "Colonel".  
Is spelt in a way so infolonel,  
I beg you explain, and you will obtain,  
The thanks of the Ed. of your Jolonel.

MEMBERS INCOMING MAIL.

G4ICC/1415.

A note from Mike, G4ICC, reads "I received the enclosed just after Xmas and thought you might find a place for it in "Mercury" as a warning to certain members of the 80 Metre Nets!!. We have it on good authority that Mike will not be leaving to assist in the 1981 tour, being far too nice a chap. - Ed.).

The Reverend Elton Jones  
The Rescue Mission  
Alyeska Services Center  
Fairbanks AK 99716.

Dear Mr. Gater,

30 December 1980

Perhaps you have heard of me and my nation-wide campaign in the cause of temperance. Each year for the past fourteen, I have made a tour of Alaska, Washington and South Oregon and have delivered a series of lectures on the evils of drinking. On these tours I have been accompanied by my good friend and assistant, Clyde Lindstrom. Clyde is a man of good family and excellent background, although a pathetic example of a life ruined by excessive indulgence in Whiskey and Women.

Clyde would appear with me at the lectures and sit on the platform, wheezing and staring at the audience with bloodshot eyes, picking his nose and making obscene gestures; while I would point him out as an example of what overindulgence can do to a person.

Last Fall, unfortunately, Clyde died. A mutual friend has given me your name, and I wonder if you would be available to take Clyde's place on my 1981 tour?. I am eagerly awaiting your reply because I think you will be an excellent assistant.

Yours in Faith



Reverend Elton Jones.

~~~~~

THE PERILS OF AL.

J. ALLAN SMITH.

(The following story was brought about by a letter from Allan to Bill Eason, RSARS 1431 and tells the story of yet another RSARS member's adventures during WWII - this time rather closer to the action than many others. When asked to provide some detail on Allan, the OWL came up with the following: Served in The Royal Canadian Air Force from May 1942 until 20 August 1945. Overseas from 14 September 1943 to 31 May 1945. Was a P.O.W. from 5 July 1944 until 7 May 1945. Served as a Flying Officer with the Serial No. J-29387 mainly with Moose Squadron 67th Group. Joined The Canadian Army Militia in 1955 and transferred to The Royal Canadian Corps of Signals in the rank of Captain and was attached to The Hastings and Prince Edward Regiment.

Served in The Royal Canadian Air Cadets from 1967 until 1970 in the rank of Flying Officer as O.C. 704 Air Cadet Squadron.

Obtained first Amateur call-sign in 1946 (VE3BCV) and has held his present call-sign (VE3GI) since 1978. Hobbies include: Early Canadian Aviation, Photography, Historical Writing and is an active member of Masonic Shrine. Allan is a member of the Canadian Radio Federation, P.O.W. Association, R.C.A.F. Association, The Canadian Legion, The Radio Society of Ontario, Officers Association Masonic Order and The Camp X Military Museums Society - all of which is almost a

story in itself - Ed.).

I thought at this time of writing, I would give you some details of my escapades in the Chartres area, or "The Perils of Al.", so here goes. We operated out of Middleton St. George on the East Coast. My specific duty in the aircraft was that of bomb-aimer. On the night of July 4th. we were to

THE PERILS OF AL - Contd.

hit the Railway yards at Villeneuve - St. Georges. The beachhead was expanding and in order to locate the Panzer Groups we were routed right over the battlefield at 1500. We dropped our load of HE's DI target, but coming out we were hit by a Ju 88, which put some big holes in Lancaster N. It seems we were about 1/2 a mile out of the stream and a sitting duck. In due course I found myself hanging in the air in my 'chute, with a big Smith and Wesson on my hip. A night drop is rather deceiving and what I thought to be tall trees under me, turned out to be a field of grain, and a real soft landing. After hiding my 'chute in the field, the first thing I did was to get rid of the revolver and a packet of mushroom bullets. I sure didn't want to be picked up with these items, especially the bullets which had been given us in haste in lieu of the regular slugs. I wandered around the area for two days, drinking from puddles and scrumping green apples. I had the regular escape kit with me, silk map, compass, and all the other goodies.

To make this part of the story short, I made contact with a few French and although they gave me wine and food and directions they would not undertake to hide me. During the second day I observed a nice little farm house and after watching a mother and daughter tending a garden, I made the approach with my "V for Victory" and language card from my kit. I scored first shot and in no time I was sitting at the kitchen table drinking wine and eating a plate of fried eggs. It was 100% link and I had made contact with the F.F.I. In probably an hours time the toughest looking bunch of cut-throats I had ever laid eyes on charged into the kitchen with their Stens pointed right at Yours Truly. They couldn't speak English but, with the aid of my card, I somehow convinced them for the time being that I was the genuine article. I found out later that the Gestapo had planted an agent in the area, posing as a French Canadian in Canadian Air Force uniform, and hoping some F.F.I. Group would take him in.

So it was off through the fields to the village of Bucheres le Mangot. I guess this was about an hours walk in the dark. They had decided to hide me at the farm of the Legrande family which was right in the middle of the little village. The first day at the farm is rather confusing to recollect. It was the usual French farmhouse, completely surrounded by a stone wall and ideal for security. My first interrogator was a red-headed French girl who worked in a hotel in Chartres. The F.F.I. still wasn't sure of me, and I guess I didn't convince the red-head, for the next one to see me was Janet. Janet was a dark, good looking girl about 26 at that time. She told me her husband flew Tiger Moth trainers in England, and that she had been parachuted into France. Her interrogation and questioning was in line with what we had been led to expect, such as "What was the name of the toilet in the back of your aircraft?". After that I became kind of part of the family for two full weeks,

The Legrande family were active in the F.F.I. and went out at night to ambush German vehicles and plant their plastic explosive. I used to watch them assemble their explosives and always hoped that they wouldn't blow up whilst I was around!!. Guess they did a good job for many of the enemy never travelled that area again.

Janet came to the farm about three times a week to operate her radio, She always arrived by bicycle with the suitcase radio on the handlebars. At the farm they always had a freshly charged battery waiting for her and the antenna was strung between the farmhouse and an outhouse. She took a lot of chances carrying the set around on her bicycle despite the fact that she only lived about 30 minutes away from the farmhouse. One day she took me to her home by bicycle. If we were caught I was to make out that I was deaf and dumb and I had no papers - and these were so necessary at that time!. Anyway, I got a nice drink of Calvados out of it, and on the return journey I could have challenged Hitler himself!.

My next bicycle trip with Janet was to set out and find my crashed aircraft. The aircraft we found turned out to be a Halifax. I took quite a chance on that trip as we found a couple of Germans in the vicinity of the crash.

One day when Janet was getting ready to keep her radio schedule she couldn't get her set to load. She asked me to help her and, quite by accident, I found low grid drive to be the cause. So with a

THE PERILS OF AL - Contd.

little turn of the control she was in business again. On one of her transmissions she sent my Regimental number back to England, also saying that I was alive and well. At one point Janet asked if I would like to help her encode a message, but after a try it didn't work out so the idea was shelved. Perhaps it is good that she didn't know I could handle Morse at around 12 words per minute!.

Towards the end of the two weeks the Legrande family were getting nervous. Rumour had it that there was a British flyer hiding somewhere in the village and at one time a boy came to the farmhouse asking for me. I guess they had to get rid of me in a hurry!. Janet asked me if I wanted to go to Spain, or into the hills with the F.F.I. led by a British officer. I should have asked for the hills, as I soon came to grief. One morning soon after a low slung car was let into the farmhouse enclosure along with a young Belgian and a red-headed woman - red-heads seemed to figure rather prominently!. They were to drive me to Paris where I would be given false papers and sent on my way to Spain. Little did I know that I was already in the hands of the Gestapo!.

On the way we picked up two more flyers, one from my own Squadron. We drove to Paris and I wondered how we were getting the wave through at the road-blocks. The car must have had Gestapo markings.

We were taken to a beautiful apartment house in Paris. I remember the very wide street - and a new sewer being built in front of the house!. A slick agent met us and told us he had lived in the U.S.A., Hollywood, in fact. He introduced us to a woman in the apartment who was a French actress, but not too good to look at. Of course, all the time they were telling us that they were underground people.

We became suspicious when they started to collect our belongings in typical German fashion labelling each envelope with our names. They wanted our dog-tags, but we managed to keep them. Our suspicions were confirmed when we dumped the Spanish money they gave us into the sink and all the ink ran out of the bills!.

They tried to play it to the limit. They kept a guard on us overnight and it was impossible to escape. It's odd that they never asked us who we stayed with or who had helped us. Next morning a car came for us, supposedly to start the trip to Spain. The driver of the car had, I remember, huge thick glasses and was fat; he wound up in Fresnes Prison also, but I never did discover the connection.

After a fast ride through Paris we were stopped by the German Field Police, and taken to Fresnes Prison. It is again odd that we were never interrogated. We were kept in Fresnes until it was evacuated. The boxcar ride to Buchenwald is another story, as is my sojourn in Fresnes. On reflection, I often wonder if Janet was a double agent. How could she have let a car pick us up and, in broad daylight, take us to Paris? In July 1944 the underground didn't travel the main roads.

I wrote to Madame Legrande after the War to find that the family had moved to Chartres. The son, Jacques, joined the French Air Force and she sent me pictures of the family along with some taken of me looking as much like a Frenchman as possible in civilian clothes. My R.C.A.F. uniform, by the way, is still probably buried at the farm.

Before I left for Paris Madame Legrande gave me a lovely locket with the family pictures in it, but I managed to throw it out of the car window whilst under guard, so as not to implicate the family.

If anyone has made a study, or has information, of the underground organisation in the Chartres area during the later months of the War I would be very interested in hearing from them, particularly as to whether Janet made it through the War.

In a later article I will endeavour to give you something on our sojourn in Buchenwald and our association with the Pickersgill Group and the White Rabbit.

(If you have any information that may be of interest to Allan, drop a line to: J. Allen Smith, VE3GI/RSARS 1581, 42 Fourth Avenue, Trenton, Ontario, Canada. K8V 5N7. - Ed.)

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Where we extend a hearty welcome to enlistments and re-enlistments to R.S.A.R.S.

RSARS 1505 - MAJOR ERNEST JOHN ALLAN TD

***** RSARS 1505 - MAJOR ERNEST JOHN ALLAN, TD,
GM5NW, 57 FORTHILL ROAD, BROUGHTY FERRY, DUNDEE, ANGUS, SCOTLAND Ernest
was commissioned into Royal Signals in 1939 and was OC Signals for Signals Units of both Dundee
and St. Andrews Universities. As well as Signals Units the University OTC's included Medical,
Infantry, Intelligence, etc., Units. He retired in 1956. It was at the age of 16 that Ernest became
GM5NW on passing the Morse Test. In those days he was officially "underage" and his father,
although not an amateur "type" had to accept responsibility for the license. Other interests include
Home Workshop, Use of Tool, etc. and '5NW is interested in meeting anyone who wishes to meet
him. From about 1922, until it was no longer necessary, Ernest held a separate license (GM5AP/M)
for Mobile work it is believed. He is a member of the RSGB and the Broughty Ferry Probus Club.

RSARS 1506 - MAJOR JAMES WILLIAM RHYNAS. - This member endorsed his application form asking that his details be with-held. We respect his wishes.

RSARS 1507 - EDWARD G. WILLIAMS, VE3WA, 26 WOODFERN DRIVE, SCARBOROUGH, ONTARIO, CANADA, M1K 2L3. Despite the forenames, RSARS 1507 is, apparently, known as "Bill". Bill is a member of The Radio Society of Ontario, The Canadian Amateur Radio Federation and The Quarter Century Wireless Assoc. In Service days Bill was known as 2585436 Sgt. E.G. Williams. He joined The Middlesex Yeomanry (TA) in May 1939 and was called to the Colours on September 3rd 1939. He was posted to 22nd Armoured Brigade and it was overseas to North Africa in October 1941. The Unit then joined 7th Armoured Division and after the fall of Tunis he served at Salerno. The Division then joined the Canadian Army for the Invasion of Europe and eventually finished up in Berlin. Edward was eventually demobbed and returned to Germany as an Electrician for ENSA in 1945 around Hamburg and Lubeck. First licensed in 1936 as G3XI and moved to Canada in 1949 where he was issued with the call-sign VE3DGX. He obtained his present call (VE3WA) in 1951. When not on the air at home it is possible that you would hear VE3WA on 2 Metres from his 22ft. sailboat. Other active interests include Cycling and Swimming. VE3WA is interested in contacting anyone but, in particular U.K. Old-timers.

RSARS 1508 - PETER JOHN TOWNLEY, G4JBM, 1 MULBERRY WALK, COOMBE DINGLE, BRISTOL, AVON, BS9 2PL. By now most members will have heard Peter as an active member of the RSARS Nets. His application form shows the following interesting details: (taken, as Peter remarks, from his AB 108, serial No. R. Signals/2705) Army No. 23251737. Name: Townley, Peter John. Enlisted at Bristol on 20th August 1955 into Royal Signals. He then served at Home and in BAOR until he was transferred to the Army Reserve 1-10-58. Served in the rank of Corporal and discharged from Reserve 19-9-62. Served as a Wireless Operator taking his Class III Trade Test at 3rd Training Regt., on 6-4-56, upgrading to B II at 7th Armoured Division Signal Regiment on 15-6-57. At present Peter has no other active hobbies due to his disability but is interested in "upping" his RSARS score by contacting as many members as possible.

RSARS 1509 - CAPTAIN ARCHIE WARD, VE3GGL, BOX 770, COLBORNE, ONTARIO, CANADA, K0K 1S0. Located in Northumberland County, is a member of The Canadian Amateur Radio Federation, and saw service during WW II in N.W. Europe. If we had to sum up RSARS 1509 in a couple of lines, that would probably be it, but we are fortunate in knowing that back in 1939 Archie was working at "VER" the Royal Canadian Corps of Signals station in Ottawa and working a cross-Atlantic link once a day to Leighton Buzzard. In 1943 Archie found himself at - of all places - Catterick where he attended a Cadet O.C.T.U. Course on which there were 5 Canadians and 150 British. He was then attached to The Canadian Scottish Battalion, 8 Canadian Brigade, 3rd Division. He finished his "appointment" with WW II serving with 2 Canadian Corps. All his service was in N.W. Europe and he was finally demobbed in Ottawa in March 1946. (The OWL

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has just popped in to say that he believes that Roy, G3NT, had a lot to do with "enlisting" Archie. Tnx.).

RSARS 1510 - JAMES ARTHUR FOXON, VK2VPF, "TWIRLY BRICKS", 31 RIVER STREET, CUNDLETOWN, VIA TAREE, MID NORTH COAST, NEW SOUTH WALES, 2430, AUSTRALIA. James was inducted at Osset, Yorkshire in October 1941 and received the Regimental number 2378460. 1941 and 1942 were spent with Training Units at Huddersfield. Moves then included the following Units: 39th Tank Brigade, 79th Armoured Division (Penrith, 1942/43), 1st Airborne Division Signals. (1943-1945), Signals Training School, Maadi, Egypt, 1946 and 6th Airborne Division in Palestine in 1946. Part of this time (September 1944 around the time of Arnhem until April 1945, James was a P.O.W. in Holland. Demob came in October 1946. Other interests include local Government. French Literature, Fishing, Travel and Ohm's Law. It was James who listed "Trying to avoid a geometrical progression of African Violets, propagated in and around the house by my XYL" mentioned elsewhere. James is a Fellow of The Town Clerks Society (NSW), a Fellow of The Institute of Municipal Administration, a Member of The Local Government Clerks Association (NSW), also a member of The Alliance Francaise de Newcastle and the Taree Radio Club. He would like to contact members who have had connections with 1st and 6th Airborne Signals, particularly any ex-G's who may share this interest and are at present in VK.

RSARS 1511 - LIEUTENANT ROBERT GORDON ANDERSON LAKE, VK3NAW, SCHOOL OF SIGNALS, WATSONIA BARRACKS, MACLEOD, VICTORIA 3085, AUSTRALIA. Bob is presently serving with the Royal Australian Corps of Signals and is serving as a Technical Maintenance Officer at the Australian School of Signals. He joined the Corps in January 1972 and was commissioned in June 1974. He was first licensed in October 1976 and is active on the 80 and 15 Metre Australian Novice bands. Another interest is Scouting and Bob is a Scout Leader in Jamboree-on-the-Air and Electronic Activities. He is a member of the Wireless Institute of Australia and Eastern Mountain District Radio Club. He is interested in contacting Royal Signals and Scouting Amateur Radio stations.

RSARS 1512 - FEARNLY RAWLINGS, G4JOD, 14 HADDON WAY, CARLYON BAY, ST. AUSTELL, CORNWALL, PL25 3QG. Mention "51-15" and many ex-National Servicemen will recognise an "Age and Service Group" number, number which affected the lives of a large number of people!. 51-15 was G4JOD's "number" and this meant that he was in Royal Signals, as 2257305, from, 9 August 1951 until 31 July 1953. He joined at Catterick and was then posted to 10 Wireless Training Squadron at Garets Hey Camp for training as a Special Operator. In February 1952 he moved to Graz in Austria for 17 months. During this time he was a member of the local Amateur Radio Club which had the call-sign MB9BJ. Changing his job about 2-1/2 years ago from Radio and TV Mechanic to Industrial Electronics brought about a renewed interest in Amateur Radio. RAE was taken in December 1979 and the Morse Test in April 1980. Alternative interests include Motor Sport and Gardening.

RSARS 1513 - SIMON JOHN BROWN, G4ATU, 5 CHERRY TREE DRIVE, MALVERN, WORCESTERSHIRE, WR14 4AU. Simon, who is an Associate of The Institute of Electrical Engineers, a Member of the R.S.G.B. and of The Malvern Hills Radio Amateur Club, underwent induction and basic engineering training at the Ministry of Defence Student Engineers Training Centre located at The Royal Aircraft Establishment at Farnborough from September 1974 until July 1975. After this he joined Royal Signals and Radar Establishment at Malvern. From then until July 1978 it was working for an Electronic Engineering Degree at Southampton University with work at the Royal Signals Establishment during vacations. Three months were spent in late 1978 on detachment to Mullard Limited working on Semiconductor Production. From December 1978 until the present time Simon has been working with the Electronic Engineering Services Division of M.o.D. Procurement Executive at The Royal Signals and Radar Establishment. Not too active at

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the moment as most time is taken up with the house and garden, but Simon does find time to take a "real interest in Real Ale" as well as Fell Walking and the Oriental game "Go". He is interested in contacting anyone who can put up with my slow CW speed on the HF bands'. Simon's father is G4EYP/RSARS 1389.

RSARS 1514 - RICHARD EDWARD SMALL, G4BSF, CORFE HOUSE, CORFE, TAUNTON, SOMERSET, TA3 7AN. Richard joined the Royal Army Service Corps Training Battalion (Drivers) at Sutton Veny as 10679781 in 1942. A change of rank and number came in January 1944 when he was commissioned as 304488 in RASC. A month later he transferred to The Somerset Light Infantry and he served with the 2nd Battalion in Italy until wounded. He was finally discharged with a 50% Disability (Gun shot wounds). Dick spent many years as a SWL and passed the RAE in May 1972 receiving the call-sign G8GHS in August 1972. The Morse Exam was taken in December 1972 and G4BSF followed in December. For the past 2 years or so Dick has been running RTTY. He is a member of BARTG, ISWL and the RSGB. Other interests include Electronics. Photography and Motoring

RSARS 1515 - LIEUTENANT NICHOLAS HOOPER, G8NLY, 8 PARSONS CLOSE, ARBORFIELD, READING, BERKSHIRE. Nich's application came on a temporary form from Radcomex and does not show a lot of details, but tells us that he is a serving officer in The Royal Electrical and Mechanical Engineers and is at present a platoon Commander at The Training Battalion and Depot. REME.

RSARS 1516 - H.T. CURLIS, G3LCN, 54 GREEN LANE, NEWBY, SCARBOROUGH, NORTH YORKSHIRE, YO12 6HT. G3LCN, whose first names we do not have, also applied on a "Radcomex" application form which tells us that he was 2602171 in Royal Signals from 1941 until 1947 when he served with Special Communication Units Nos. 3 and 4 and saw service in North Africa and Europe. He has previously held the call-signs ZB1CU and 9H1AK and other interests include Motor-caravanning and photography. He is a member of the RSGB and a member of the Guild of Freemen of the City of London.

RSARS 1517 - CRAFTSMAN WICKHAM, 24508215, G8VKW, 4 ARMoured WORKSHOPS, WICKHAM, REME, DETMOLD, B.F.P.O. 41. This was the last of a group of "temporary" application forms and not only do we not have a Christian name, we do not have an initial!. Never mind, G8VKW enlisted in October 1978 and, at the time of application, had just finished his trade training at Arborfield and was awaiting a posting to the address shown. Is interested in VHF and HF communications and hopes to be active on HF as G3TMW (? - Ed.) within a year of joining RSARS. Other interests include Gliding and Ten Pin Bowling "General sports activities on Wednesday afternoons" thrown in for good measure.

RSARS 1518 - ERNEST STANLEY SIMPSON, G4ITM, 49 VICARAGE ROAD, HASTINGS, EAST SUSSEX, TN34 3LZ. Ernest's application form is complete and to the point, so we will produce it as written - Service details: OWL B II. Signaller. Primary Training Derby June 1945. Then via Catterick (Sandhurst Block) to 80 Division, St. Annes-on-Sea, then the "hell-ship" Otranto to Mhow and to 2 Division Signals at Kohima (with superb timing just after the battle!!). Thence mainly on detachment to 1st Royal Scots to Imphal Shwebo and Mandalay being flown back to India from Meiktila approximately March 1945. Still with 4 Brigade Signals when Unit reformed under Captain O. Yarrow. Bombay to Singapore after VJ-Day and stationed at Kluang (with 1st Cameronians), Batu Pahat, Singapore Seremban. Port Dickson, Johore Baru. It was from Johore Baru that I made my final QSO from the Mental Hospital which, I hasten to add was being used as a barracks!. Demobbed at York June 1947. Am now a Post Office Engineer. Licensed as G4ITM in October 1979 and active on HF bands only with a TS-520-SE on SSB and CW to about equal amounts. Other hobbies, interests, etc.: Part-time Auxiliary Coastguard, some model building and have been known to indulge in semi-humorous writing. I am interested in contacting: Anyone

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who doesn't want to borrow money!!!. As a P.S. Ernest adds 'It's very nice to see you are still printing forms on the same old paper!!!.

RSARS 1519 - WILLIAM F. SULLEY, G8WDF, 136 COLLEDGE ROAD, SUTTON COLDFIELD, WEST MIDLANDS, B73 5AU. Another Radcomex "ersatz" form but containing enough information to tell us that Bill is a Full member from 1st May 80 and that he served in Royal Signals from 1939 until 1946 mainly with 201 Guards Brigade Signal Squadron.

RSARS 1520 - WILLIAM LEDDINGTON, GW8PTS, 4 CHERRY WALK, MONMOUTH, GWENT. Yet another "short and sweet" application form. Bill served as a L/Cpl attached to R.M.R.E. Headquarters. Monmouth TA from 1958 - 1960.

RSARS 1521 - ROBERT WILLIAMS, G4AGM/DA2XW, 3 ANSON COURT, ANSON ROAD, CRICKLEWOOD, LONDON, NW 2. Bob was also an applicant who filled in a shortie form at the Exhibition but kindly sent along extra details at a later date. From the two we learn the following. After leaving school in Tiverton, Devon, he joined H.M. Forces as a Radio Operator and was sent to 94 Locating Regiment RA in Celle, West Germany where he served from 1959 to 1966 as a Radio Instructor. He was then posted to 1 Arty Intelligence Corps, Bielefeld at HQRA until a 9 year contract ended. A change of Service then took place when he joined the British Antarctic Survey, and he sailed on the RRS John Biscoe to the Antarctic and was involved in evacuating scientists and staff from Deception Island when the volcano became active. The evacuees and various supplies were then dropped at other bases in various Antarctic areas and Bob returned to the main Radio Station at Port Stanley where he was employed to keep in touch with other bases and ships in the area. The next move was to South Georgia before moving on to Montevidio, Brazil and back to the U.K.. The next job was 6 months with I.B.M. and then Bob moved to the Navy, Army and Air Force Institutes (NAAFI) in Germany. Two short-term jobs followed this - one with the British Council and then with the Forces Broadcasting Service. He then served for three years with the German Post Office as an Engineer returning to the U.K. in 1974. He is now working for an Industrial X-Ray manufacturer as Chief Test Engineer. Bob has travelled world-wide and spends most of his spare time in Tangier, Morocco where he is hoping to be issued with a local call-sign to add to his collection of G4AGM, DA2XW, DJ0HY and VP8JR. He is also a member of RayNet.

RSARS 1522 - MARK GERALD HAYMAN, G8RDE, WOODLEIGH, 66 NEW ROAD, ABBEY WOOD, LONDON, SE2 OQ6. Mark is a member of 71st Signal Regiment, 265 Bexleyheath Kent T.A. which he joined in February 1980. He is also a member of the RSGB and The North Kent Radio Society. The rig consists of an FT-227-R on FM, an IC-202-S on SSB, with a 25 Watt Linear. The antenna is a 4 element Cubical Quad. Other interests include Map Reading.

RSARS 1523 - CAPTAIN IAN RUBERT FIELDER R. SIGNALS, G3YUE, 7 FIELD FORCE HQ AND SIGNAL SQUADRON, GOOJERAT BARRACKS, COLCHESTER, CO2 7NZ. (You've got it wrung again, Editor. Ian happens to be now at The School of Signals at Blandford as an Instructor in Systems Division - The Owl). Sorry about that, Ian, but reading on through the application form we learn that G3YUE attended the Royal Military Academy Sandhurst in February 1977, moving on to 22nd Signal Regiment in July of that year. Then came the CQ course at the School of Signals from November 1977 until May 1978 with a posting at the end to 7 Field Force HQ. Perhaps we will hear Ian from the Blandford Radio Club.

RSARS 1524 - ERNEST FRASER, GM8PCJ, 3 RIMBLETON AVENUE, GLENROTHES, FIFE. Details are a little sparse on Ernests' application form but we do know that he served as a Corporal during the War first with 4th and 6th Battalions, King's Own Scottish Borderers (1939/40), 56 S/R Regiment RA (1940/42) and then REME in LAD from 1942 until 1945. Other interests include Photography and Sailing. We have no details of the amateur radio side.

RSARS 1525 - CHRISTOPHER JOHN HOWETT, G4ILR, 10 BISHOPS CLOSE, GT DOWNHAM, Nr. ELY, CAMBRIDGESHIRE, CB6 2TQ. Another application form with not too

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much detail, but we know that Chris served in 24 Signal Regiment during 1964 and 1965, was 2410707 (The Owl thinks that there is a digit missing there somewhere), operates HF only and is a Cub Scout Leader. Perhaps more details will be forthcoming soon.

RSARS 1526 - LESLIE A. WHETHAM, VE3QE, 32 SYLVIA CRESCENT, HAMILTON, ONTARIO, L8K 2A9, CANADA. Les (as he prefers to be known) is already well-known to many RSARS members being very active on the 15 Metre RSARS frequency. He is a member of The Quarter Century Wireless Association, Hamilton Amateur Radio Club, The Canadian Club, The Chamber of commerce and The Canadian Credit Institute. Service details read as follows: Royal Canadian Air Force ONTARIO 1942 to 1946. 2nd Tactical Mobile Signals Unit SOO6C. From June to November 1942 it was with Signals again on a Signals Course at Hamilton, Ontario, followed by a period at No. 1 Wireless School in Montreal. From March to May 1942 Les was with No. 1 B. & G., Jarvis, Ontario. From July 1943 until June 1944 Les was in England and was then posted to the Continent and saw service in France, Belgium, Holland, Germany. Demob came in April 1946. It was in 1946, too, that Les first obtained his "ticket" and from 1955 to 1962 he was the QSL Manager for Ontario. For three years, from 1977 until 1980, Les was Secretary and Treasurer for the Southern Ontario Chapter of The Quarter Century Wireless Association. He is also a past President of Dofasco Amateur Radio club.

His first rig was (as many were in those days) home-brew, crystal controlled with a 6L6 in the final. He progressed through a variety of home-brew rigs to one with a pair of 809's in the final. Eventually obtained a commercial rig in 1968. Operates SSB and CW, with about 50/50 split. Les was an avid fisherman from 1946 until 1965 when a bad back stopped him carrying the canoe, so his "wilderness" trips had to stop. Another interest is photography and Les modestly adds "strictly amateur - have only taken one picture worth framing". The more active sports include Curling (for 39 years) and ("when WX permits") Golf. Les is interested in (and, it would appear, is pretty successful at) contacting RSARS members anywhere.

RSARS 1527 - KENNETH JOHN DRAPER, VK2VVV, 62A WILLIAM STREET, CONDELL PARK, NEW SOUTH WALES, 2200, AUSTRALIA. Ken, who is also a member of The Royal Naval Amateur Radio Society, served in The Royal Marines as a Signaller from April 1943 until August 1946. In January of the following year he became an Armoured Car Operator in the Palestine Police. This lasted until May 1948. Army service started with Driver/D.R. training on 12 July 1949 and on 22 February 1950 Ken joined The Malaya Signal Regiment. Back home in January 1953 - it was not to be for long as he joined Gurkha Signals on 29 April 1953 and served almost four years. In April 1956 it was back to Driver Training for two years before once more rejoining the Gurkhas. Demob caught up with Ken on 7 September 1961. Ken qualified as a Novice Operator on the 20 November 1979 and received his licence on 6 February 1980.

RSARS 1528 - DEREK SHIPMAN, G4JFI, 4 UPLANDS AVENUE, EAST AYTON, SCARBOROUGH, NORTH YORKSHIRE, YO13 9EU. Derek has had a varied multi-Service career starting in May 1947 with National Service in the Royal Navy (P/JX 825381) where he served with the Home Fleet in Germany and the UK. NS completed in August 1949, the call of the sea was still there and from October to December 1950 he served in the Merchant Marine on such ships as the "Charlton Star" and the "Capetown Castle". 5th May 1951 saw Derek "sail" into Catterick Camp for training as an Operator Wireless and Line and Operator Special. 1951 until 1954 was spent in Egypt Command Signal Regiment (later 3 Line of Communication Signals) at Suez and Moascar, later in 1954 a "QSY" came to Air Support Signal Unit at Lemgo and 1 Command Signal Regiment at Bergen, both in Germany. After a year at 10 Wireless Regiment at Loughborough, it was out to the sunshine and oranges of Cyprus with a visit to 9 Signal Regiment (or 2 Wireless Regt. as it was then) at Four Mile Point near Famagusta. Derek left the Service (as 22560570. Sgt. Shipman D) in January 1957. His other interests include Snooker, Chess and Music (particularly Trad. Jazz). (Wonder if you remember the Tech. RQMS at 2 wireless, one "Shady" Lane, Derek? - Ed.)

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RSARS 1529 - ROBIN THURNTON, G4JCY, 12 SANDY LANE, HAYWARDS HEATH, WEST SUSSEX, RH16 4JJ. Robin is a member of The G-QRP Club and The Society of Electronic and Radio Technicians and served from 1969 until 1971 in 71st Signal Regiment (V) and from then until the present time with 6th/7th Battalion, Queen's Regiment (V) where he is Signals Sergeant and Acting Regimental Signals Officer. From 1974 until 1979 Robin operated as G8JCY and just changed the numeral in 1979. He now operates CW and SSB on all HF bands, and does quite a bit of QRP operating. More hectic interests include competing in motor-cycle road racing events and in trials.

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IDLE THOUGHTS ON THE OLD CW LARK.

G4BUS/RSARS 0276.

'O wad some Pow'r the giftie gie us

To see oursel's as other see us'.

craved Robert Burns in his "Ode to a Louse". Had he been a discerning GM CW man or SWL, he may well have continued:

'The giftie too, tho' 'twadnae cheer us,

To hear oursel's as others hear us!'.

To address fellow RSARS members in the tones Rabby used on that church louse may be pitching it a bit strong. A less verminous couplet echoes in my headphones like QRM as I listen to the worst the low ends of the amateur radio bands have to offer:

'Does your errant fist set in force

The rotating bones of Samuel Morse?'

Well, does it? Stand at ease, gentlemen of the RSARS. I do not snipe at you - not all of you. Nor do I aim at radio amateurs in general. My sights zero in on those colleagues of mine with whom, as a ship's radio officer, I share the shipping band of 500 kHz; whence cometh our daily bread. Unfortunately there isn't a Journal for Bumble-fisted Ship's Operators in whose columns I can vent my spleen.

I have domestic communications difficulties, too, My wife is Japanese. "Michiko, dear" I ask her, "Have the Greeks no sense of ratio? Why do they clip their dashes and lengthen their dots, do you suppose?".

Almond-eyed indifference is her response.

"You talking rubbish again, Papa-san. What I know about your silly chee-chee-ka-ka business?. Be quiet. I knitting sock for you.

Her needles resume their clicking.

The milkman's no better. Asked the same questions, he gathers up the empties, gives me an odd look and silently departs.

There's the best part of the nation quite unconcerned with the sloppy kind of morse that is ageing me fast. Beset as he is by elder statesmen and cuckoos at this April time of my writing, the editor of "The Times" is unlikely to give me letter-space on the subject.

So, Mercury-readers, editor permitting, I must preach to the converted.

Now the old morse code is beautifully simple. It is absolute and finite. We all know that. The ratio of dots and dashes is pre-ordained. A dash is equal in time value to three dots; the space between letters is three dots, and the space between words, six dots. (Five according to the British Admiralty, from Five to Seven according to the R.S.G.B - the OWL).The code has symmetry. It is not the medium for musical extempore.

In theory morse is capable of perfection when sent by the human hand. This should be our honest intention when we clag away on "pump-handles". Using electronic-keyers, we can approach perfection more nearly.

IDLE THOUGHTS ON THE OLD CW LARK - Contd.

But there would appear to be a kind of "rhythm-deafness" rife on the air. In the case of professional ships' radio officers it is equivalent to having an entire section, woodwind, string or brass, of the London Symphony Orchestra tone deaf.

In practice this is what I regularly hear.

'PCHORED W 6E PLJUH', says a colleague on the Company 512 kHz ferry 'sked'.

He means no harm. Past experience tells me that he is indicating:

ANCHORED AT THE PLATTERS. But.....

'PIOD 5BN GB JU?'. he continues. Eh? Aye Aye; it's aspirin-and-wet-towel-round-the-head time in the old North Sea again. I try a couple of permutations, key silent.

'PIOD 5BN GB JU?'. he repeats, more testily.

Nope. I still don't get it - though that last word 'JU' has a familiar cadence. Ah yes, and that penultimate word could only be..... By Jove, yes, yes, I believe I've cracked it!. Why, of course:

'ANI ONE HAVE GNI WX?'- that's what he's asking. By all means.

And I QSP him a repeat of Niton Radio's latest weather bulletin.

Phew, pchors a'weigh! Piod here seen Kelly.

I am a pongo fallen among matelots - of the mercantile kind. Long years ago, when I had but recently exchanged my Signalman's drab B.D. for the smarter rig of a ship's R/O, my heels would click reflexively together at the sight of my own reefer-jacket hanging in the cabin wardrobe. Such conditioning has long since worn off, but my Army predilection remains.

In memory's ear the fists of the old Corps crackle more crisply than those of my maritime contemporaries of today. For this reason I "tell tales out of school".

Yet were those old war-time Corps fists really that pure?. Divesting retrospect of its enchantment, I recall "Bagdhad" morse, equivalent of well-browned knees. There was another school, "Razmak", so-called, perhaps, only by me. Both were anomalies, over-sophisticated, with broad hints of "Deolali Tap".

As all old-timers will know, "Bagdhad" was all syncopation. "Razmak" was subtler, squarer, and a style acquired on sounders on the North-West frontier, I suspect.

There was no ENSA, nor any Forces Broadcast Service in pre-War India, so off-duty hours were probably spent in endless "umpty-iddy-umpty"-ing on those old clicking instruments. Thus was "Razmak" born.

Old-timers will know about these sounders. One simply disregarded the "umpties" and read the "iddies" (or was it the other way round?). There was nothing particularly esoteric about reading clicks instead of a positive note, as the old sweats would have us believe. Sounders were quite painless, but too much of them made one a deviate, I'm sure.

"Razmak" was rife in my earliest days out East; a pretentious, sweat provoking distortion of honest morse, it was calculated to intimidate us "white-knees" at Mhow. My prickly heat flares even now at the memory of it.

Why is there no procedure signal to indicate "Capitalise the initial letter of the following proper noun"?. Such an indication would save a lot of untidy amendments to plain language, longhand text. Use of a telegraphy typewriter, with its major and minor upper-case type, solves this problem. Most ship-owners are too parsimonious to provide radio rooms with typewriters, however. We have to bring our own portables on board, and these have only one set of upper-case type. Many R/O's just don't care. They type it all in lower-case. I guard my literacy more jealously; it's all I have in lieu of an education.

I still wince from a dig in the ribs I once received from an apple-cheeked subaltern. He was reading over my shoulder as I copied away diligently on the rear-Brigade link, pencil sharpened at both ends.

IDLE THOUGHTS ON THE OLD CW LARK - Contd.

For him this was the ultimate illiteracy - for me it was the ultimate insult.

"Good God, man!" he exploded "Don't you know that the word "British" starts with a capital "B"?"

The old Army procedure signal "Blocks On Blocks Off" (UK ... UK) in connection with the very proper nouns of military parlance, was useful, but only went so far towards the solution. The same signal in commercial practice means "Underline these words". A different means to the same end.

The letter "e", or more precisely "E", can upset an operator in a letter-cipher text. "E", the most common letter in plain language, English usage, is sensibly given the shortest morse value. In cipher the required capital "E" is the longest letter from the calligraphic viewpoint; it has four 90 degree angles. More than one "E" in the same five-letter cipher group creates a scramble and corruptions. Could not the letter "E" be given a barred amplification in the case of cipher texts. It is mainly a longhand problem in CW. Again, the telegraphy typewriter solves it.

Dear me, at the present rate of telecommunications progress, all this must sound like an Agincourt archer discussing bow strings.

A little knowledge is dangerous - the old adage insists. This is quite true. In linguistics the danger becomes an extreme hazard. I know. I speak several Oriental words.

Now we have all met ace-linguists on the "ham" bands, mostly on SSB. That chap in some European country who, in flawless English but at great length, will tell you that he also commands four other languages. ("yes. and you're the same crashing bore in all of 'em", one thinks, jealously and spitefully).

To avoid that kind of thing, I try to arrange my little treasure-trove of Eastern words in an interesting order, like a child's marbles in a box. Most of them are in the tongue of the Land-of-my-Father-in-Law, Japan. Others are from places in which I have lingered awhile: India, Burma, Malaya, Hong Kong, and so forth. I have to take care to separate them, and don't always manage to do so.

It is my conceit to wish to philosophise with my wife's kin in the vernacular of a four-year-old child of her homeland. And all on 15 Metres CW. Of course, it doesn't work. It confuses them; it confuses me!.

My "CQ JA" calls are taken up promptly enough. There are myriads of youthful Japanese "hams" equipped to meet the first decade of the 21st Century with their lavish rigs, and every one of them bent on a QSO with every single foreign amateur before this century is out. This bodes ill for a confirmed old ragchewer like me.

Having raised a JA. I vary my approach. I may keep to the safe old Esperanto jargon to begin with, and then slip in my romanised Japanese bit at the end. Or I may go crashing in with all my breathlessly interesting information about having a Japanese XYL here, and all that, at the start of my first over. It's all fairly QRQ, because these chaps like it that way, with their super-modern keyers and pride of fist. Mostly it's the latter, and I do lay it on a bit thick, I suppose.

"Does the blossom hang heavy in Ueno Park just now?" I'm inclined to ask of a JA1. "And in the Ginza is there nori still for tea?". I have two Japanese daughters of peerless beauty (I can never resist this titbit to quicken their interest; like some old matchmaking potentate. I do have such daughters, it's true, and they are very lovely, but they have-long since been married to Englishmen, have made us grandparents twice, shortly to be thrice and are, in fact, my step-daughters. I just can't convey this subtle relationship. It is difficult in Japanese).

On and on I clag, exhausting all my scant store of the vernacular, in stressed and careful Romaji Japanese.

Almost always, back comes the answer: "FB OM SOLID copy BUT QRM. SRI I HAVE NO GUD ENGLISH. QSL VIA BUREAU. SURE QSL HERE. 73 VA QRZ?"

Is it for this that we burn the midnight oil?.

IDLE THOUGHTS ON THE OLD CW LARK - Contd.

It is a fact that to Romanise their own language is not an easy matter for the Japanese. They can do it well enough, but it takes time and forethought. After all, they have two kinds of "kana" in their written language besides the major "kanji" (Chinese characters) to master. My ruthless "parrot" Romaji brings confusion. My wife has always wished to teach me "kana" as an introduction to really learning her language. I don't wish to reveal that I am far less bright than those seven-year-old children she used to teach back in Japan. There are none brighter than Japanese children, believe me!. I plod on with my presumptuous patois.

But on occasions it is all pure delight. Some older "ham" over there will catch on to the spirit of the thing. With typical courtesy he will come down to my basic lingual level and pose his replies in a Romaji he knows I will understand. Then he carries over into English, at a level far superior to my grasp of his language.

Kindness and generosity are great Japanese virtues. Such a QSO will be QSL'd direct with a pleasant letter to me, in English and another to my XYL in Japanese. The envelope will contain some thoughtful little present, photographs of his surpassingly well-rigged shack, and picture postcards of his locality. Why only yesterday I received a package from a JA4. I had mentioned those salad days of my Army career, when I was stationed in Matsue in 1946. This town was some way from his own, but he went all the way over to Matsue to get me a glorious set of coloured picture-postcards of that lovely old town I loved so well when I was but 22 years old. There in the postcards is that fine hump-backed bridge where I would linger to hear the "kotos" play so hauntingly in houses nearby at sunset. There Lafcadio Hearn's house, there the samurai house, there the castle, there the Yaegaki Shrine..... Lafcadio Hearn, eh, - that Welsh-Greek-American poet of long ago, still honoured in Japan, but forgotten by the rest of the world; I still have some of his works. But my thoughts have idled far from the old CW lark. So back to it, then.

Electronic keyers, now; some love them, some hate 'em. The "Nay" vote would have it that they are mere robot manufacturers of the morse code. To such I would point out the typewriter-quill pen analogy. Surely typed script is easier to the eye than most forms of penmanship, and there is very little "copper-plate" hand-sent morse to be copied, I think. Would the anti-keyer men also have us return to the pre-Caxton days when they reach for their morning papers?.

"Personalised morse" is the rallying cry. God, I've heard some schizophrenic forms of that in my time - more Hyde than Jekyll!. True, in the worst of QRM and QRN the straight key is more suited to the stress and emphasis required to pass intelligence than the bland keyer is. In the main, though, the electronic-keyer is an emancipation, freeing us to maintain our sending speed at that which we can receive, for hour after hour, effortlessly. It is, perhaps, neurosis-causing. Reasonably content with our "bare fist" sending up to the time we acquire our first keyer, we are never again so sanguine about the rough-and-ready copy we send by either means. The nth degree of paddle adjustment is always so elusive. With no ulterior commercialisation in mind, I recommend the "Bencher" twin-paddle unit. It really is a beaut, and no serious CW man should be without one.

The electronic-keyer arrived too late on the scene, I suggest. In the hey-day of commercial telegraphy, what a boon it would have been!. I further suggest that, equipped with keyer and telegraphy typewriter, the dedicated CW man would have held out much longer against those usurpers, Telex and RTTY. Just think of the saving there would have been in all that expensive co-axial land-line. As it is, the very best morse i hear is on the so-called "amateur" bands. A labour of love, no doubt, and fellow hams you put the maritime - "professionals" to shame. I salute you!.

Yes, I'm a keyer addict now. My wife bought me my very first one as a fiftieth-birthday present, bless her. I've had seven happy years of them now, but reckon on being in my dotage before I've mastered the darned things. An old dog at his new tricks. To beginners I say that the pump-handle is the thing to start with. Get a good technique there and no habitual errors will ever be compounded by the fleeter keyers when you graduate to them. Do your level best to get that speed

IDLE THOUGHTS ON THE OLD CW LARK - Contd.

up too. After all, a conversation carried on at even 25 w.p.m. is a fairly pedestrian exercise. The earnestness of those first QRS chats will duly give way to levity at higher speeds.

No "Fastest Key in the West", me. I was dropped to the first saloon floor when I tried that caper.

I was tuning over the SSB portion of 80 Metres the other day (Yes. that mode, too. It's not true that it sends you blind!). A loud signal resolved itself mid-band. CW was under discussion. "Personally, I have nothing to do with that antediluvian mode" said a thin, technocratic voice, dismissively.

I bristled; every dinosaur-hair standing on end. Antediluvian.

Worse followed. His damnable discourse banished every last dot and dash from the planet. On and on he droned, heaping contempt upon calumny.

A kind of metamorphosis overtook me. A bone formed cross-wise through my nostrils, my skin took on an ebony sheen and my hair kinked on my skull. I felt constrained to seize one of my wife's empty flowerpots. "SANDY IS DEAD" I wanted to beat out on it "THERE IS NO LAW ANY MORE".

Atavism, I think, is the word for this condition. By the time that intolerant SSB-er ended his "over" I was practically an amoeba, so low did his diatribe reduce me.

Or should I set light to the waste-paper basket and send out smoke signals?. Certainly I felt like rolling myself into a ball and throwing myself into it.

I reached for my mike, but then dropped it. How could I explain my simple creed to this clinical chap?. He was too far gone into the technological stratosphere. How to explain the innocence and charm of dots and dashes?

Yes, how to explain this simple thing? The umbilical twinship one feels through the key and headset cords with the fellow at the other end of a DX CW QSO, the awareness of the global loom. The tidal ebbs and surges of the ionosphere, the super-seven-league leaps and bounds of one's frail signal, the magic, and the poetry of good morse with its lucid rhythms?

The voice-mode may hold something of all this wonder, but the intenseness and privacy are lacking. CW men are initiates. Their pleasures are learned and earned.

CW is, after all, a literate mode. Any animal can modulate. Why, my old cocker spaniel once raised his head in my shack as I eavesdropped on a New Jersey/4X4 20 Metre QSO, barked once, tripped my VOX, and worked two Continents!. Each end thought my dog was at t'other!.

Of the many modes, most may be more "Cito" than plain CW, but none is more "Certa", surely. Only last week it proved thus for Tom, ZL41J, and me on the 21.170 MHz RSARS Net at midday GMT. We had struggled long and hard to make our initial contact on SSB. No go. About 15% copy. We switched to morse on the same frequency. In a trice we had exchanged all details, 100% copy. Nor did our QSO interfere in any way with the others on SSB in the Net. So there.

Finally, let me say this with my sea-boots on. Cast adrift mid-Pacific in a ship's lifeboat, with the Second Mate's eyes staring ever more hungrily at me, and only 5 Watts of "Solas" RF for my salvation, I know which mode I would choose.

73, Reg, G4BUS

(Members are invited to comment on the above article and perhaps, make similar offerings in defence of SSB (or any other mode, for that matter). For non-Royal Signals readers the reference to "Certa" and "Cito" comes from the motto of Royal Signals "Certo Cito", translated as "Swift and Sure" - Ed.).

~~~~~

## DID YOU KNOW....?

Sunspots were discovered around 1611 (although it appears the Chinese knew about them some sixteen and a half centuries earlier). A few decades after they were (re)discovered sunspots disappeared altogether for seventy years from 1645 until 1715.

## PASTIMES.

G3DPS/0090.

What do members do when not on the air?. The Salt Mine, the house and garden, the XYL and the children probably come high on the list. But judging by RSARS Application Forms, everyone seems to have an interest in something other than Amateur Radio. Sport, particularly among the younger members, ranks high on the list. More sedate hobbies are also included such as Chess, Reading, Cutting Gemstones and even Insect Breeding.

A survey of just under 200 recent application forms showed the following "Other Hobbies and Interests" listed:

Aikido - Amateur Dramatics - Antique Clocks - Archery - Astronomy - Astro-photography - Athletics - Australian Air League.

Badminton - Bee keeping - Biology.

Camping - Canoeing - Car Maintenance - Carpentry - Car Racing - Chess - Chemistry - Church Pipe Organs - Cinema Pipe Organs - Civil Engineering - Classical Music - Clay Pigeon Shooting - Coin Collecting - Collecting Cactii - Collecting Matchbox Labels - Collection and Restoration of Equipment for The Royal Australian Signals Museum - Computer Programming - Cricket - Cross Country Running - Cub Scouts - Curling - Cutting Gemstones - Cycling.

Darts - Discos - D.I.Y. - Dowsing.

Early Canadian Aviation - Electronic Organ Playing.

Fell walking - Fencing - Flying - Folk Singing - Foreign Travel - Fossiling - French Literature.

Gardening - Genealogy - Gliding - Golf - Guitar Playing.

Hang Gliding - Hi-Fi Music - Historical Writing - History of the Australian Gold Mines - Home Brew Beer and Wine - Home Workshop - Horse Riding.

Ice Skating - Inland Waterways - Insect Breeding - Insect Collecting.

Jogging - Judo.

Languages - Learning Spanish - Local Government - Locomotive Spotting.

Making Public Service Vehicle Models - Map Reading - Masonic Lodge - Mechanics - Microcomputers - Military History - Motor-caravaning - Motorcycling - Motor Racing - Motor Sport - Mountaineering - Music.

Naval History.

Ogling Pretty Girls (!) - Ohms Law - Old Time Dancing - Open University - Oriental Game "G" - Orienteering - Outdoor Bowls. Panel Beating - Parachuting - Parascending - Photography - 35 mm Photography - Piano Playing - Pistol Shooting - Potholing - Poultry Breeding.

Radio Controlled Model Boats - Radio Controlled Model Gliders - Radio Controlled Model Yachts - Raising Pure-bred North Country Sheep - Reading - Real Ale - Rebuilding old "Link" Trainers - Record Collecting - Restoration of WW2 Military Vehicles - Rock Climbing - Royal Victorian Institute for the Blind - Rugby.

Sailing - Scouting - Scrambling - Semi-humorous Writing - Sequence Dancing - Shooting (Small Bore) - Shooting (Full Bore) - Shriner - Skating - Skiing - Snooker - Soccer - Sound Movies - Squash - Stamp Collecting - Steam Railway Photography - Steam Railways - Studying Army Signal Corps - Studying Othello - Swimming.

Table Tennis - Tape Recording - Telegraphy - Tennis - Ten Pin Bowling - Tower Bellringing - Traditional Jazz - Travel - Trout Fishing - Trying to avoid a geometrical progression of African Violets propagated around the house by the XYL(!).

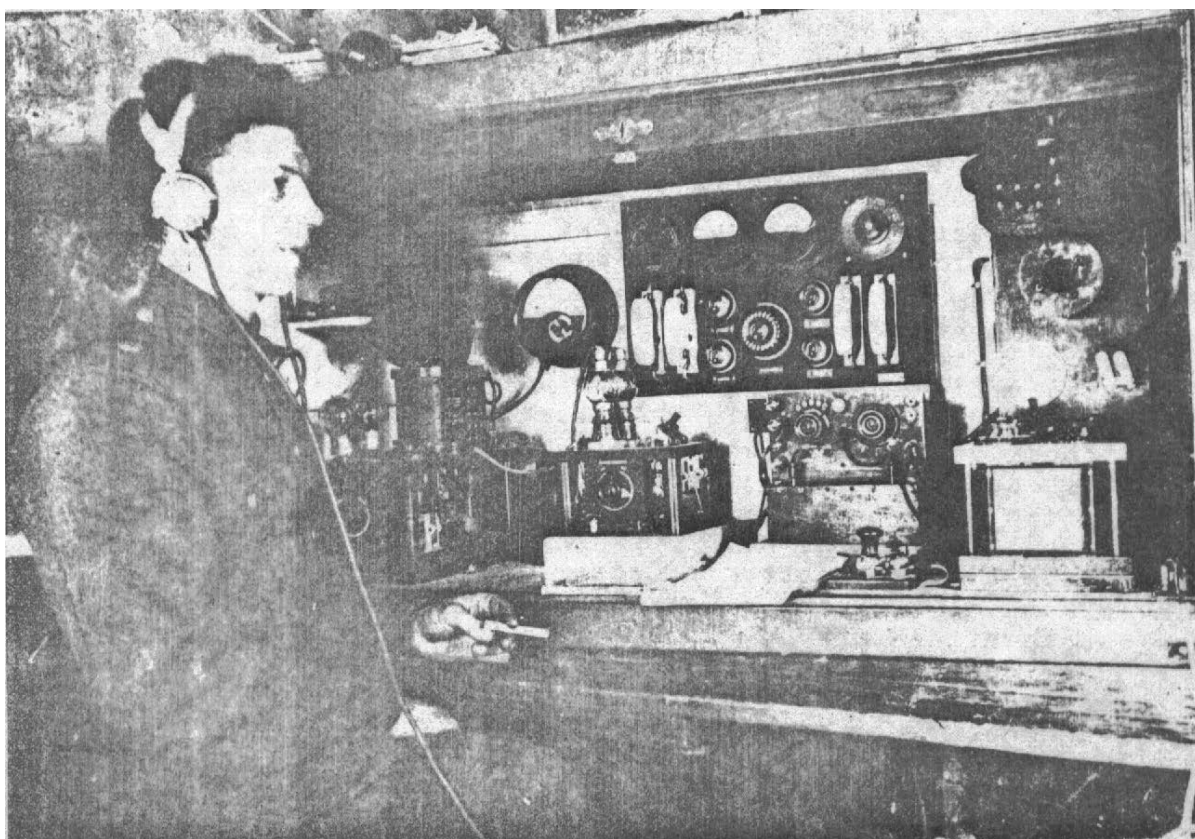
Veteran Cars and Transport - Victorian Railways - Volley Ball.

Walking - War Games - Welding - Wine Making - Woodworking - WW2 History.

Yachting.

Perhaps the most honest entry was: "These mainly fall under the general heading of Preventative Maintenance. Preventing : Children becoming delinquent, House collapsing or being classified as a slum, Garden returning to Jungle, Family business going into Liquidation and, Wife Leaving in disgust". We could have completed the alphabet if someone had listed Kiekie Growing, Uranoscopy, Queing, Xylophones and Zoology.

## LIFE BEFORE ROYAL SIGNALS.



Although I am of an earlier generation than most of the readers, I find the contents of "Mercury" very interesting. In the last issue I read that the Royal Signals Museum would be interested in old apparatus, photographs, etc. Recently I came across a photograph taken in the early part of 1919. At that time, the war having just ended, there was considerable unrest in the country and the authorities were anticipating some civil disorder. A chain of wireless stations was set up connecting certain parts of the country to ensure that, if required, emergency communication was available. With a few other wireless operators I was sent to Salisbury where we were supplied with the, then, very latest CW equipment. The transmitter and receiver were installed in a large box with a pull-down cover, like a roll-top writing desk. Unfortunately, I cannot remember the frequency used or the power output although I experienced my first R.F. flesh burns off the exposed output valves. We kept continuous watch for several weeks but the feared civil disorder fortunately did not occur.

I enclose a photograph of myself on watch at Salisbury (see above - Ed.) As a contrast, shortly after returning from Salisbury I was posted to Egypt where, after a spell in Cairo helping to install equipment at key points in the city, I finished my stint as NCO i/c the Army wireless Station at Tintah in the centre of Lower Egypt. There the equipment installed in a large tent (in which we also slept) was a pack set. This was designed to be carried on the backs of pack mules or camels. The transmitter was powered by a Douglas motorcycle engine, opposed twin cylinder. This drove a generator which had a rotary spark gap on the rotor shaft. The receiver was a crystal type with a number of different crystals including carborundum. There was no amplification. However, the equipment worked quite well over the 60 miles or so to the headquarters station at Cairo.

All this, of course, was service in the predecessor of Royal Signals, the Royal Engineers Signal Service.

73,

Charles W. Howes,

G2CG/1468.



"ODDS & BOBS or "TAIL END CHARLIE" - being HQ "fill up".

(a) AGM 1981 - "So you think you can read morse" - quite a few participants.

I had a problem reading some of the entries; certainly they wouldn't have passed any self respecting shift supervisor for presentation to the Staff!! Sufficient to say - two winners, both at 20 WPM 100% copy G3UAA (454) ex Spec Operator and G4KIC (1594) whose previous service is given as 10 I am confused. Thanks to those who "had a bash". The test text, which was taken from, the Sunday Telegraph of 21 June, was

which is why he portrayed so effectively all those Ayckbourn middle-class misfits with a quirky confidence in ultimate disaster. Now, he tells me, he is just back from Southampton Docks. - a deserted, sad place, save for a rust bitten destroyer resuscitated for a BBC TV play for today called PQ 17. I'm a small head in a large duffle he chortled.

(b) Members wishing to dispose of surplus equipment at forthcoming Rallies can pass items to G3RKN who has agreed to display and sell some on his stand. He is booked at just about all the major Rallies,

(c) AGM - "Where is it?" The photo of a milestone was at BROADFORD, ISLE OF SKYE - the winner was G3EJF.

(d) Please note change of RSARS CW 15 metre frequency to 21130 wef date. This is despite G3ADZ AGM report.

(e) Wanted by non member G4GEN, Alan MORRIS of Tippingford Park, Nutley, Sussex (Tel 082571-2205) any bits and pieces (including spare valves, working instructions handbooks, parts list, etc.) for the W.S. 53, particularly cabinet, rack mounting, No.12 (?) aerial coupling unit, modulation transformer, variable inductance ("Roller Coaster") and any connecting leads, plugs etc.

Alan has a collection of service radios and would be interested in hearing from fellow enthusiasts and anyone who may be interested in visiting him. Give him a ring on the above number as, being an airline pilot, he may not always be at home.

(f) Keep an ear open on Top Band - 1845Z onwards on 1880 KHz  $\pm$  QRM for G4DES/G4IOP/G3EHZ/G3JFA/G4AOE etc

(g) "JAYCEE" - GM3OPW Member 1365 - a major TRIO agent who can often find something other salesmen haven't got! All Items Carriage free for Society members EXCEPT beams - QTHR or see current RADCOM.

(h) Note change of MIDLANDS RSARS Two Metre frequency to S14.

(i) New members since the last "MERCURY" are:-

|            |             |             |             |                 |
|------------|-------------|-------------|-------------|-----------------|
| 1655G4BOF  | 1667 GW4LLE | 1679 VS6JW  | 1690 G4EIB  | 1701 G4LQO      |
| 1656VK5NOA | 1668 G8XUF  | 1680 G4JHF  | 1691 G8ODE  | 1702 VK2NHV     |
| 1657G4HKR  | 1669 NL     | 1681 NL     | 1692 NL     | 1703 GW4JKX     |
| 1658WB6GWS | 1670        | GW3XZU      | 1682 G4LQN  | 1693 NL 1704 NL |
| 1659DJ0HN  | 1671 G4LPV  | 1683 VE3ISD | 1694 G4LCN  | 1705 G3JHK      |
| 1660NL     | 1672 G4FGK  | 1684 G8TOM  | 1695 G4GHS  | 1706 G3XWE      |
| 1661G8WTW  | 1673 G2RJ   | 1685 G4LTM  | 1696 G8TUQ  | 1707 G4FTY      |
| 1662GW4KHW | 1674 NL     | 1686 ZS5YY  | 1697 NL     | 1708 GM4KLO     |
| 1663NL     | 1675 PA0RRS | 1687 VK8NCA | 1698 GM4JPH | 1709 G4AHS      |
| 1664G4FHL  | 1676 WA2YBR | 1688 NL     | 1699 G8WGL  | 1710 VK2SC      |
| 1665G4LHI  | 1677 GM3KKO | 1689 G4JRE  | 1700 GW3YXC | F002            |
| G4GGD      |             |             |             |                 |
| 1666NL     | 1678 VE3SG  |             |             |                 |

"ODDS & BOBS or "TAIL END CHARLIE" - being HQ "fill up" - Contd.

(j) The following callsigns have been issue/changed since the last "MERCURY"

|           |      |            |       |       |       |        |       |       |
|-----------|------|------------|-------|-------|-------|--------|-------|-------|
| 0056DA2JJ | 1174 | GM4FYK1385 | G4KZO | 1429  | G4IIU | 1604   | G3BEY |       |
| 0254G3RPV | 1342 | G8ZXQ      | 1406  | G8XPS | 1452  | G4MEU  | 1607  | G6ATU |
| 0287ZS6XC | 1346 | DA4AI      | 1412  | G4LSL | 1471  | GM6AOR | 1610  | G4LJL |
| 0597DA2HJ | 1352 | GI4JTF     | 1418  | VK5ZN | 1591  | GW4LMU |       |       |

(k) With deep regret the following members have been reported "Silent Key"

G3PHK

G3XBU

G3VAN

G3SQB

(l) The Society tie should be available in three colours by the next "MERCURY". The Society QSL card may also have an alternative - to allow use of the many polythene QSL card display devices, which don't like cards to be vertically polarised!!

(m) Talking of ties - do you fancy your very own personal callsign tie? GARRISON RADIO are selling such a thing - your callsign woven in white letters/figures 3mm high liberally splattered over the 3½" blade (that's the tie width I gather).

Tie background is navy, wine or green and apparently the minimum order is two in one colour - contact G2HNL, 38 Richmond Road, Catterick Garrison, N. Yorks., DL9 3JD - Price £9-70 the two inclusive of VAT, P/P - everything else. Get your XYL/YL to treat you!

(n) Should there be any error in your address label please advise me by any means. Also let me have your postal code if it isn't on your address label - thank you.

(o) That blasted OWL has got in again!!

He is reporting that he is having difficulty orientating himself in the Catterick area. So many familiar buildings have been demolished it is almost impossible to know where to settle. One thing he has noticed, near an old Messines lines hut, an enormous spiders web has suddenly grown some sixty foot into the air. OWL is wondering where the big flies are coming from? (Sounds like somebody is taking the mickey out of the HQ Quad!!)

and finally

(p) "Heard on GB3SL" (as I arrived home on Sunday) - a very breathless, puffing operator signing "G6B--/Stolen Bicycle Mobile". Who says that the amateur radio fraternity isn't basically honest!!

73



G3EKL

MINUTES OF THE 20th ANNUAL GENERAL MEETING  
OF THE  
ROYAL SIGNALS AMATEUR RADIO SOCIETY  
HELD AT NORTH HALL CATTERICK GARRISON  
ON 27 JUNE 1981

\*\*\*\*\*

The meeting opened at 1455 hours.

PRESENT

Council

|                              |                         |       |
|------------------------------|-------------------------|-------|
| Chairman                     | Colonel C.R. Last, OBE  |       |
| Life Honorary Vice President | Capt. (Retd) J. Cooper  | G3DPS |
| Treasurer                    | Mr. R. Walmsley         | G3IBB |
| Station Manager              | Sgt. P. Walker          | G3DBY |
| Non-Serving Members Rep.     | Major (Retd) D. Haylock | G3ADZ |
| General Secretary )          | Major R.A. Webb         | G3EKL |
| Awards & Contests Manager.)  | R. Signals              |       |

Members

| <u>Membership</u> | <u>Callsign</u> | <u>Membership</u> | <u>Callsign</u> | <u>Membership</u> | <u>Callsign</u> |
|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|
| <u>No.</u>        |                 | <u>No.</u>        |                 | <u>No.</u>        |                 |
| 0261              | G3WKM           | 0950              | G3MAY           | 1381              | G4HVA           |
| 0138              | G3NVK           | 1482              | G4KEM           | 0120              | G3JZP           |
| 0454              | G3UAA           | 1640              | G4ISO           | 0217              | G3UDX           |
| 0157              | G3RCJ           | 0508              | G3PJB           | 0004              | G3EJF           |
| 0229              | G2HNL           | 0130              | G3DBU           | 1452              | G4MEU           |
| 1251              | G4CJU           | 1185              | GM4EHO          | 0939              | G4AMX           |
| 0396              | G3ABM           | 0136              | G3NXM           | 1499              | G8UJZ           |
| 0904              | G3AEF           | 1343              | G3HTB           | 0540              | G3WRY           |
| 0988              | G8QO            | 0467              | GM3VVM          | 1045              | G4FLL           |
| 1425              | G4FUT           | 0343              | G3XSN           | 1047              | G4ATD           |
| 1399              | G3GXW           | 1390              | GM8UDM          | 1174              | GM4FYK          |
| 1389              | G4EYP           | 0677              | G8CFM           | 1209              | G4EXV           |
| 1192              | G8TMA           | 0435              | G3VPM           | 1116              | G3PCW           |
| 1253              | G4KDV           | 1412              | G4LSL           | 1274              | G4FKZ           |
| 1365              | GM3OPW          | 0474              | G3XFV           | 1407              | V. Tindall      |
| 1524              | GM4KTJ          | 0803              | G3NT            | 1414              | A. Smales       |
| 0362              | G3GEJ           | 1594              | G4KIC           | 1669              | K. Lott         |
| 0131              | G3FMW           | 0806              | G4HIS           | 1674              | B. Phillips     |
| 1620              | G4HWC/DJ0SS     | 0268              | G3TAN           | 1645              | D. Laird        |

APOLOGIES were received from:

|               |                        |
|---------------|------------------------|
| The President | Brigadier G.R. Oehlers |
| G2EC          | G3ONU                  |
| GW3ASW        | G3YSK                  |

Members

|       |       |        |        |       |        |
|-------|-------|--------|--------|-------|--------|
| G8OWF | G3ZFZ | G3HPJ  | G3NOB  | G3BBD | G3BGM  |
| VK4XY | G3KLX | G5BM   | G3GZG  | G5YN  | GW3CVY |
| G3FSN | G3YSZ | GW3UDU | GW3XHJ | G3EBH | G8NY   |
| G3JHF | G8SWL | G8LT   | G3NUR  | G4CZJ | G4KLE  |
| G3BPB |       |        |        |       |        |

### Chairman's Opening Address

(a) On behalf of our President, unable to attend today due to other commitments, good afternoon and welcome to Catterick and the 1981 AGM.

During the past twelve months the new HQ station building has been brought into use which, DV, should see the Society through for the next decade or so. A lot of work has gone into making the building habitable and I hope some of you can find time to have a look at it. It is just North of the car park allocated to you for today. Society membership has continued to increase and I am glad to see that there has been quite a few new serving members; it seems as though introducing Corps trainees to Amateur radio is bearing fruit - I gather also that two new Club stations are due to open very soon. This is always a difficult time for members eager to form a club as many points have to be considered before the go ahead can be given - suitable spare accommodation, adequate supervision, Security and so on. I wish to ask members in such a situation to bear with authority. The army is contracting steadily and as new buildings replace old, so the amount of space available for Club facilities reduces. Don't despair, just keep quietly prodding away at your friendly Q staff - miracles can happen but they take some time.

I agreed that the Society would not attend the RSGB annual exhibition in London last month as the space available was severely restricted and that offered by the RSGB would not have done justice to the Corps and Society's usual display. I am hopeful that adequate space will be available in 1982.

G3SIG has continued to be used with the Corps Demonstration Team to great effect and I must thank 39 Signal Regiment (V) for their kind agreement to use the callsign. Sgt Dave Humphries is out "on tour" with G3SIG once again.

The RSGB slow morse transmissions are continuing and are greatly appreciated. More than anything is the fact that the transmissions are regular and so can be relied upon to give SWL's and Class B licence holders a chance to reach the speed required for the Post Office morse test. I appreciate the PR value of this and coupled with G3SIG it means that the Corps and Society is offering a very good image to potential recruits. Without good recruits, the Corps will suffer and so too the Society.

The VK/ZL Chapter mentioned last year has materialised and is a very active element under the guiding hand of Les Simons, VK2NLE. Not only has the Society overseas membership continued to grow but an awards scheme to promote activity amongst our distant members has been introduced. I wish to thank Les for his unlimited enthusiasm and trust that he can continue to generate activity "down-under". The GW2OP Trophy is available each year at the discretion of your Council to acknowledge outstanding service to the Society and I am very pleased to announce that VK2NLE has been chosen as the recipient for 1981.

Just prior to this meeting your Council learnt with regret that G3EKL wishes to relinquish the post of General Secretary. Ray leaves the Corps before the next AGM and does not think he will have either the time or resources to continue in the post once he leaves the Service. This is a great shame, as his expertise at the helm will be badly missed. I am glad to say that he will be willing to remain on Council as the Awards and Contests Manager if the members wish and so be available for advice.

And with that I shall leave the Secretary to steer the remainder of the meeting.

(b) Before commencing with the remainder of the Meeting the Secretary would like to advise members regarding the late G3PHK, Dick who together with Stella attended all of the Society AGM's religiously as well as any Society display. Dick regretfully passed away earlier this year. G3KLX kindly acted as the local focal contact keeping the remainder of the Society quietly in touch as Dick struggled on. Condolences were passed to the family; G3KLX represented the Society at the funeral and a donation was sent to R.A.I.B.C. as requested. The Council decided to act in this manner to save unnecessarily worrying Stella.

The minutes of the previous AGM were then accepted, as proposed by G3DBU and seconded by G3EJF - unanimous.

2. The Financial report was explained by the Treasurer. A resume follows:

(a) The General Fund

The overall value of the Society at 31 March 81 - £7,624 - 80.

This comprises:

|                              | £             | p         |
|------------------------------|---------------|-----------|
| (a) Bank Account - cash      | 793           | 42        |
| (b) Building Society Deposit | 3,210         | 29        |
| (c) Property valuation       | 1,950         | 50        |
| (d) Society stores stock     | 1,671         | 37        |
| (e) Sundry debtor            | 2             | 00        |
|                              | <u>£7,627</u> | <u>58</u> |
| Less Sundry creditor         | 2             | 78        |
| Value                        | <u>£7,624</u> | <u>80</u> |

(b) Financial Year 1980/81

| (i) <u>Income</u>         | £             | p         |
|---------------------------|---------------|-----------|
| Building Society interest | 253           | 81        |
| Subscriptions             | 1,463         | 50        |
| Donations                 | 352           | 75        |
| Profit from sale of stock | 159           | 50        |
| Property Donation         | 661           | 00        |
| Property Adjustment       | 43            | 00        |
| Totals                    | <u>£2,933</u> | <u>56</u> |

| (ii) <u>Expenditure</u>                   | £             | p         |
|-------------------------------------------|---------------|-----------|
| HQ Maintenance                            | 131           | 28        |
| Society Awards                            | 150           | 66        |
| "Mercury"                                 | 398           | 36        |
| Society Postage                           | 147           | 29        |
| Council Expenses                          | -             | -         |
| Property Depreciation                     | 385           | 89        |
| Special Events                            | 19            | 50        |
| Totals                                    | <u>£1,232</u> | <u>98</u> |
| Balance of <u>INCOME OVER EXPENDITURE</u> | <u>£1,700</u> | <u>58</u> |

Note

(a) March "Mercury No. 68" - postage of £221-84 not included.

3. The following Council member's reports were presented.

(a) General Secretary, Awards and Contests Manager report - G3EKL

Good Afternoon Ladies and Gentlemen, I would like to expand a little further on the Chairman's comments on membership. Since our last AGM the Society has lost 17 members who have gone "Silent Key" plus one who has resigned. 164 members have joined including 23 serving personnel and one applicant was refused. Our paid up membership has risen from 1084 to 1107 which, together with 477 archived, non paid up members and our Silent Keys brings us up to member 1708. Amongst these figures are 46 Life members whose present addresses are not known so "Mercury" is no longer sent to them. The imbalance between new serving and non serving members is regretted although it obviously shows an active interest in the Society. The serving membership is an appreciable increase over the previous year and I am glad to report two more Club Stations are "on the boil" - one in Celle and one in Tidworth, whilst the Blandford Garrison club is rearing its head again under the guidance of G3WNG.

Society stores have continued to sell well although the profit margin has reduced due to my being caught by the postal increases at the beginning of the year, which I couldn't pass on until the following "Mercury". Bill, G3DBU, has done a great job as your Stores Manager and has been ably assisted by the "Tabberer Tribe" who between them, cope with the Society QSL card overprinting - they must all have massive muscles. Seriously, thank you all for your help.

As you heard from your Chairman the VK/ZL Chapter has been formed and has contributed considerably to an upsurge in Awards activity. The main stay of the Chapter is, as you have already heard, Les Simons. Regrettably the co-founder Rob Lake, VK3ZVN, has been so heavily committed with military duties that he had to hand over to Les. Both send their very best wishes to members attending to-day - so too does Tom ZL4IJ. The Chapter has its own Club call - VK2DRS (F 21) which, has been active both on SSB and CW from different parts of VK. The club call is closely involved with the awards scheme mentioned by our Chairman - full details of this scheme can be found on page 31 of the last edition of "Mercury" No. 68. HQ had a very welcome visitor earlier this month when VK4VFO looked in with his XYL. Mike luckily found both the Station Manager and myself in the area and they seemed to enjoy their visit. He spoke very highly of the various activities VK2NLE has arranged - it was very gratifying to hear first hand from one of quite a few members who are so pleased with what Les and Rob have started.

Next to our own Awards and Contest department, The 559/Le Touquet contest remains a great draw and is really the only content to be considered. The Top Band one died through lack of support; the HF Anniversary contest went the same way; despite the decision taken the year before last to keep the VHF Contest, 1980 entrants were virtually non-existent and this year I have received one entry for the June leg so far. Is it worth continuing or should it be dropped? I feel a bit of a fraud Awards and Contests manager, better take the s off Contests!! The increase in Overseas activity has produced a bumper crop of Special awards, a further 13 being confirmed since the last AGM which included an Overseas member who is already the proud holder of a European Special. Local 80 metre activity has also led to a flurry of general award progress which is most satisfying. Talking of 80 Metre activity, some of you may not be aware that in addition to the two advertised SSB nets there is usually a natter net running each evening on the same frequency attended by G3DVL, G3KLX, G3RKN, G3WRY, G4HLC, G4KEM, DA1FR and DJ0SS - other members drop in and yak and a lot more just "earwig". The CW end of the band has seen more activity also thanks to G5BM and G3KLX and a QRS net on Sunday mornings is proving very popular. Details? - best thing to do is to drop in on the SSB net and enquire. All in all more members are enjoying the nets than for quite a few years and this has increased award activity quite considerably. On behalf of Council I wish to thank the various members who gladly accept net control duties - a time consuming and at times soul destroying task.

The new Club here at G4RS is complete and offers a large HF operating area suitable for instructional work, a small VHF room, a morse and keyboard room, workshop, general natter area and an office for Society Secretary which doubles as a safe area for any "goodies" the Station Manager wishes to keep to himself. The main HF antenna is a two element three band quad which is giving a good account of itself, with a trapped dipole for 80 and 40 metres. Two Metres has a "Ringo Ranger" and a pair of eight element yagis about to be erected on a separate rotator. The HF and VHF antennas on independent masts and rotators operated from separate rooms will allow a considerable degree of freedom. G4RS entered the RSGB HF NFD again and once more increased its number of contacts despite disappointing Ten Metre conditions and nearly an hour lost due to generator problems, of one sort or another. The station was helped by having the use of a G3IBB "Dales Keycode" keyboard which took a lot of the sweat out of the tx side, particularly during the wee small hours. The operators who didn't know where to find the letters on the keyboard just plugged in the key of their choice and battered away as of old!! Those of you who know me, know I'm not mad on CW but that keyboard certainly put a different slant on the art!! The club also had another bash in the Affiliated Societies contest but, as expected, ran a poor second to RNARS.

G4CJU kindly whipped up the enthusiasm for these contests and acted as operations manager - Gerry also spent many hours persuading the HF quad to perk - thank you also Gerry for your help

--..--

Last year's trade stand coupled with the "Bring and Buy/Jumble Sale" proved very interesting and as you can see have been repeated again. My thanks to GM3OPW and his helpers for the JAYCEE display. Unless announced in "Mercury" to the contrary these will remain a regular feature of the AGM weekend. Next news that Alf, G3UAA, is acting as QSL manager for ZL4IJ.

Finally, to the local Catterick Garrison Club members who have helped quietly behind the scenes during the upheaval here this year, plus those who have helped get this weekend off the ground - thank you very, very much indeed.

(b) (i) Non-Serving Members Report - G3ADZ

My time on the air has been restricted during the past year, but I see from the log that out of about 500 QSOs, 400+ have been with RSARS members. In this way I have enjoyed keeping in touch with many of our more active members and some who are unfortunately less active through ill health or other problems.

I have had a lot of correspondence on your behalf with certain of our overseas members, and am pleased to report that this has resulted in many more member DX QSOs during 1980/81. 21170 and 21030 are now firmly established as "RSARS frequencies" and as a lot of you know, this is reflected by a fair bit of activity at week-ends, especially between about 1200 and 1500Z. Remember that 1300Z on the second Saturday each month is the agreed main effort for VE. Immediately I have firm information I pass this to the CW nets and G4RS, and to the SSB nets by QSP. VS6 continue to be elusive. If you get information, please pass to me by any means, remembering that if to be of much use to other members, indication of frequency and times (always GMT please), is essential. Midland area locals with such information, please continue to call me on S14 during CW net times on Wednesday evenings. Special acknowledgement on the overseas activity front, to VK2NLE, VE3QE, VK4XY, G2CDN/ZS6 (now ZS6XC), G3WRY - for remembering there is a 2 meter band, and to G3UAA who hears of many things even before they happen and is just about 100% accurate with all his information. A word of thanks also to 'Dady' who has spent many hours trying without success to establish firm VU2/G member skeds. We know that he is not very well pleased from the aerial viewpoint, and in this isolated case I am pretty sure it is not me as I do work other VUs on CW without much problem. We will keep trying.

My other personal acknowledgements for help during the year are due to:-

G3KLX (with backing from G3GZG) and G5BM for control of the CW nets, and for their excellent idea of the QRS or "a bit rusty" net on Sunday mornings.

G3DPS for Mercury.

89 (V) Signal Squadron for their continued interest in Amateur Radio and RAYNET.

Last but not least to Ray, G3EKL, who always replies to letters within a few days, and who, through his personal knowledge of the needs of the Society, makes most of the otherwise hard work by Council Members redundant, and saves us all a great deal of time and money (see Balance Sheet!)

(ii) Non-Serving Members Report - G3ONU

It is with real regret that I am unable to be with you to-day - the first AGM that I have missed for some years.

As Council representative for half the non-serving membership may I say that they appear to be a happy and contented lot and the fact that not too many are here to-day merely indicates that they must still be recovering from celebrating the Society's Birthday on 23 June!!.

Doubtless Dennis 3ADZ has already told you how his half is doing.

I know you will all have a good day here arranged as usual in faultless manner by Ray Webb to whom we all owe a great deal.

Hope to see all next year.

73 Des 30NU 076.

(c) QSL Manager's Report - G3YSK

The past year saw an increase in QSL activity over that of the last few years.

During the year just under 6,000 cards were received but even so there were a number of weeks when only one or two packets arrived at the bureau. The greatest and most welcome upsurge has been the increased level of overseas members especially from VK. In all a total of 30+ overseas calls appear in the incoming cards, the breakdown is

VE = 6, VK = 16, VQ = 1, ZC = 1, 6Y5 = 1, ZS = 1, W/K = 3, VS6 = 1, VS5 = 1.

This is good news to those aspiring to gain the "Special Award" in its various steps.

In Zone 14 nearly 300 members either sent or received cards with calls from G, GJ, GD, GI, GM, GW, EI, LA, DA/DL/DJ, ON, PA, and LA together with various "Specials" GB3IARU etc.

(d) Station Manager's Report - G3DBY

Mr. Chairman, Ladies and Gentlemen,

The HQ Station went through a major upheaval during the early months of this year, when in line with the rebuilding of Vimy Lines it vacated the building scrounged when it moved up from Blandford some three years ago and moved 200 yards to its present location in Vimy 38. Though originally planned to be completed in four weeks it was some ten weeks before the building assumed its present appearance.

The stations main equipment is still a TS 700 for VHF and the KW line up for the HF bands; with the KW 2000A as back-up and the FT 101EE reserved for demonstration and contest use. SWL's have the use of a RACAL RA17, an Eddystone HF receiver and an Eddystone VHF receiver. The club lost its ability to operate on 20 metres and above in January when the 3 element beam was blown apart in the Christmas gales. This was because I was unable to tilt the tower due to the position of temporary power cables around the old QTH. Happily this has now been rectified by the acquisition of a 2 element quad, and at this point I would like to thank both Gerry, G3CJU and Ray G3EKL who gave up more than a few Sundays to get it tuned. On the VHF side the station is at present running on a Ringo Ranger, and the plan is to augment this with a crossed 8 element yagi within the next few days.

During the year the station was honoured by visits of several overseas members from the States and Australia who we were very pleased to see.

The incorporation of periods allocated to "Introduction of Electronics as a Hobby" into the training syllabus of technicians and Radio telegraphists got well off the ground last year with an average of four courses a month passing through the station. This probably accounts for Ray's report of an increase in Service members.

Finally I would like to take this opportunity to personally thank all the members of the Society who rendered invaluable assistance - giving of their time, material and advice - during the move of G4RS. Without their help the shack would not be looking as good as it does. Thank you very much.

(e) The Editor "Mercury" - G3DPS

Mr. Chairman, Ladies and Gentlemen,

The 80/81 season has again, I am pleased to say, been a successful one. This has been due to all those people who have supported "Mercury" and who have assisted in its production.

The contents appear to have pleased the majority, at least no-one has written to complain!! Although, again, few bothered to show their appreciation of other members' efforts by voting for the best "Mercury" article. Those who did again spread their selection over most of the articles published and votes were cast for the following: ( not strictly in this order ) THE MORSE TEST -



CB RADIO IN VK - OLAF - OVER THERE, NOTES FROM KILROY - A MAN CALLED INTREPID - TWO MORE ANTENNAS - DID YOU KNOW - ABOUT DUNKIRK - DO YOU SPEAK CB? - FITTING A FILTER TO THE TS 520 - G3NZY/VK2ABQ BEAM - NEWS FROM THE CONTINENT - THE LONG NIGHT - VK2DGS/NN - A SPONSORED WHAT? - THE OWL REPORT.

Unfortunately, less than 2% of the membership bothered to vote. The winner of the Best "Mercury" article Award will be announced later by your General Secretary.

Of course, "Mercury" has suffered due to inflation and rising costs, particularly rising postal costs, but so far we have managed to keep our head above water thanks mainly to efforts by Council members at Catterick.

During the coming year it is hoped that members, particularly overseas members, will continue to support "Mercury" as they have done in the past, for, without that support, there will just be no "Mercury".

#### Best "Mercury" Article Voting

|                                |    |
|--------------------------------|----|
| The Morse Test                 | 1  |
| Do you Speak CB?               | 2  |
| CB Radio in VK                 | 2  |
| Did you know - About Dunkirk   | 3  |
| News from the Continent        | 3  |
| G3NZY/VK2ABQ Beam              | 3  |
| The Long Night                 | 3  |
| Fitting a Filter to the TS-520 | 5  |
| A Man called Intrepid          | 6  |
| Two more Antennas              | 6  |
| Olaf                           | 7  |
| The Owl Report                 | 8  |
| A Sponsored What???            | 17 |
| Over There - Notes from Kilroy | 31 |
| VK2DGS/MM                      | 35 |

#### Award won by VK2DGS

4. The Meeting was asked whether any member wished to replace existing members of Council. According to rule the Non-Serving Members representative should be changed after four years in office: G3ADZ was in that position.

It was proposed by G3XSN that G3WRY be elected as a Non-Serving Members representative. G3WRY declined the suggestion and the proposal was dropped.

It was proposed by G4IHS and seconded by G3UAA that the existing Council remain in office for a further period. This was carried without dissent from the floor.

5. The Secretary said that G5BM had asked to be relieved of his duties as CW Net Controller due to other commitments. G4KEM agreed to take over the duties with G3KLX.

The Secretary thanked G4KEM for volunteering and hoped that the duties would not prove too onerous.

A vote of thanks was passed to G5BM for his time and patience towards fostering the CW nets and the hope that he may soon be able to enjoy his hobby the more.

6. G3UAA, speaking on behalf of some of the Overseas members asked that the 15 metre CW frequency be moved from 21065 to 21130 KHz. This was agreed and would be promulgated as quickly as possible.

7. G3WKM proposed a vote of thanks to all members, both on Council and behind the scenes who helped toward the running of the Society and the organisation of the AGM Day. This was seconded by G3WRY and. carried unanimously.

8. The Chairman thanked the following for raffle prizes:

G3DPS

G3NVK

GM3OPW

Mrs

G3EKL.

The Raffle was to be held over until after the return of the Dales tour mini-bus.

The Chairman also thanked. GM3OPW for his kind donation of a table microphone for use at the HQ Station.

9. Society awards were next presented by the Chairman as follows:-

- |     |        |                                               |
|-----|--------|-----------------------------------------------|
| (a) | G3UAA  | 559 overall winner.                           |
| (b) | G3UAA  | Le Touquet winner.                            |
| (c) | G3NOB  | 559 Fone winner.                              |
| (d) | G3ZFZ  | VHF Contest 1980                              |
| (e) | VK2DGS | Best Mercury Article 1980                     |
| (f) | VK2NLE | GW2OP Trophy - 1981                           |
| (g) | G3DPS  | "MOP" 1980                                    |
| (h) | G3BWX  | Annual QRP Award - 1980                       |
| (i) | G3DPS  | Europe Special No.33                          |
|     |        | Europe Special Bronze                         |
|     |        | Europe Special Silver                         |
|     |        | Europe Special Supreme                        |
|     |        | Europe CW Basic No.35 with 50 & 100 stickers. |
|     |        | Europe "AM" Basic No.103                      |
|     |        | Europe "AM" Class 1 No.82                     |
|     |        | Europe "AM" Sticker 200 through 500.          |
|     |        | Europe "AM" Supreme                           |
|     |        | Europe VHF No.26 with 20 sticker.             |

10. There being no further business the meeting closed at 1605 hrs.

*Ray Webb*

G3EKL

General Secretary

"SIGNALS NETS" or Where you might find them!

ALL TIMES are UK CLOCK TIMES except the Overseas Nets which are in GMT.

ALL FREQUENCIES are PLUS or MINUS the QRG shown - search boldly and carefully!

L.F. NETS - SSB

|          |      |                  |                                              |
|----------|------|------------------|----------------------------------------------|
| SUNDAY   | 1100 | 3720 or 7075 kHz | Controlled Natter Net.                       |
| MONDAY   | 1300 | 7075 or 3740 kHz | Natter Group for approximately 15-30 minutes |
| TUESDAY  | 1900 | 3740 kHz         | CONTROLLED NET                               |
| THURSDAY | 1900 | 3740 kHz         | CONTROLLED NET                               |
| SATURDAY | 1100 | 7075 or 3720kHz  | CONTROLLED NET.                              |

L.F. NETS - CW

|           |      |                               |                                                                                        |
|-----------|------|-------------------------------|----------------------------------------------------------------------------------------|
| SUNDAY    | 1000 | 3565 or 3526 kHz              | European natter net                                                                    |
| WEDNESDAY | 1930 | Prim 3565 kHz<br>Sec 3526 kHz | CONTROLLED NET: Net terminates at 2115<br>exactly and re-opens at<br>2200 on TOP BAND. |
|           | 2200 | Prim 1823 kHz                 | This net is again CONTROLLED.                                                          |

HIGH FREQUENCY NETS

|       |             |             |                                                                                                                                                                   |
|-------|-------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DAILY | 1230<br>GMT | 21175 kHz ± | Though primarily a CONTROLLED NET the UK<br>controller usually requires an overseas station to<br>assume co-control, if more than 2 overseas<br>stations join in. |
|-------|-------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|

When conditions permit, members are encouraged to use the following HIGH FREQUENCIES in addition to those above:

14065, 21130, 21375, 28065 and 28450 kHz.

OTHER FREQUENCIES AND MODES

RTTY 3590 & 14090 kHz. Use 170 Hz shift and 45.5 Bauds.

SLOW SCAN Please notify activity to Headquarters for publication.

VHF FREQUENCIES

RSARS SPOT CHANNELS are Please notify locally arranged nets for  
70.22 and 144.22 MHz Mercury publication.

In E Midlands please listen S14 (145.35 MHz) each Wednesday 2000 Hrs

ACTIVITY SUNDAY

"Activity Sunday", is the Sunday of the second full weekend in every month. Please make an extra effort to contact our Overseas members - use listed frequencies and call on the hour when propagation is suitable.

SLOW MORSE TRANSMISSIONS - From G4RS each Tuesday and Thursday evening at 1900  
Clock time on 3565 and 144.525 MHz (S21) omnidirectional.

All modes : Call 'CQ RSARS' or 'CQ ROYAL SIGNALS AMATEUR RADIO SOCIETY'. During  
a QSO sign 'G1ABC de G1DEF BT BOTH RSARS K' or 'ONØNO de G1GHL BT RSARS K'. DO  
NOT join 'RSARS' to your call-sign in any way (i.e. G1JKL/RSARS) as in Great Britain this is  
illegal under Home Office Regulations.

Do not wait for the above nets to form - find the nearest clear frequency and call 'CQ RSARS'.  
Please do not call CQ on the CW LF controlled nets as there is always a control station around to  
bring you in. Always book IN and OUT of controlled nets. Pass all details for awards and contests  
unassisted.